U.S. Department of Transportation Federal Aviation Administration

Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 15 Date: 12/15/2017

Boeing 787 All Models

John K. Pinnow, Chair Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Seattle Aircraft Evaluation Group (SEA-AEG)
1601 Lind Ave. SW
Renton, WA 98057

Telephone: (425) 917-6600 Fax: (425) 917-6638

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: REVISION NO. 15 PAGE NO.

Boeing 787 DATE: 12/15/2017 I

TABLE OF CONTENTS AND CONTROL PAGE

TABLE OF CONTENTS AND CONTROL PAGE							
SYSTEM NO. SYSTEM	PAGE NO.	REV NO.	DATE				
Cover Page		15	12/15/2017				
Table of Contents and Cor	trol Page I	15	12/15/2017				
Log of Revisions	II	15	12/15/2017				
Highlights of Change	III thru IV	15	12/15/2017				
Definitions	V	15	12/15/2017				
Preamble	VI	15	12/15/2017				
Guidelines for (M) and (O)	Procedures VII	15	12/15/2017				
21 Air Conditioning	21-1 thru 53	15	12/15/2017				
22 Autoflight	22-1 thru 7	14	08/10/2017				
23 Communications	23-1 thru 9	15	12/15/2017				
24 Electrical Power	24-1 thru 12	15	12/15/2017				
25 Equipment/Furnishings	25-1 thru 18	15	12/15/2017				
26 Fire Protection	26-1 thru 11	15	12/15/2017				
27 Flight Controls	27-1 thru 10	15	12/15/2017				
28 Fuel	28-1 thru 10	15	12/15/2017				
29 Hydraulic Power	29-1 thru 7	14	08/10/2017				
30 Ice and Rain Protection	30-1 thru 8	14	08/10/2017				
31 Indicating/Recording Syste	ms 31-1 thru 9	14	08/10/2017				
32 Landing Gear	32-1 thru 14	15	12/15/2017				
33 Lights	33-1 thru 8	15	12/15/2017				
34 Navigation	34-1 thru 11	14	08/10/2017				
35 Oxygen	35-1 thru 3	14	08/10/2017				
38 Water/Waste	38-1, 2	14	08/10/2017				
42 Integrated Modular Avionic	s 42-1, 2	14	08/10/2017				
44 Cabin Systems	44-1 thru 5	14	08/10/2017				
45 Central Maintenance Syste	em 45-1	14	08/10/2017				
46 Information Systems	46-1, 2	14	08/10/2017				
47 Inert Gas System	47-1	14	08/10/2017				
49 Airborne Auxiliary Power	49-1, 2	15	12/15/2017				
50 Cargo and Accessory Com	partments 50-1	14	08/10/2017				
52 Doors	52-1 thru 12	14	08/10/2017				
73 Engine Fuel and Control	73-1 thru 4	14	08/10/2017				
74 Ignition	74-1	14	08/10/2017				
75 Bleed Air	75-1 thru 3	15	12/15/2017				
77 Engine Indicating	77-1	14	08/10/2017				
78 Engine Exhaust	78-1	14	08/10/2017				
79 Engine Oil	79-1	14	08/10/2017				
80 Starting	80-1	14	08/10/2017				

U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST								
FEDERAL AVIATION ADMINISTRATION								
AIRCRAFT:			REVISION NO. 15	PAGE NO.				
BOEING 787 DATE: 12/15/2017 II								
LOG OF REVISIONS								
REV NO.	DATE	PAGE NO.						
15	12/15/2017	Technical	changes are noted in the Hig	hlights of Change.				

U.S. DEPARTMENT OF TRANSPORT		TER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATION	ON							
AIRCRAFT:	REVISION NO. 15	PAGE NO.						
Boeing 787	DATE: 12/15/2017	III						
HIGHLIGHTS OF CHANGE								

The following changes are the Highlights of Changes for Revision 15.

PAGE NO.	EXPLANATION OF CHANGE
All	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
21-3	Added new subitem 21-25-01-03 for 787-10, and re-number "RECIRC FANS Switch ON light to "21-25-01-04".
21-7	Revised 21-27-22-01 subtitle to designate it to -8/-9. Added new item 21-27-22-02 for 787-10 model.
21-8	Revised 21-27-24-02 subtitle to designate it to -9/-10.
21-10	Revised 21-27-28-01 subtitle to designate it to -8/-9. Added 21-27-28-02 for 787-10 model.
21-26	Added new subitem 21-43-03-03 and 21-43-05 for 787-10 model.
21-27	Added item description for relief redirect to 21-44-02, 21-44-03, 21-44-04, and added new subitem 21-44-05 for 787-10.
21-28 thru 21-32	Revised subitems 21-51-01-01-01A, 21-51-01-01-01B, 21-51-01-01-01C, 21-51-01-02A, 21-51-01-01-02B, 21-51-01-02C, 21-51-01-02-01A, 21-51-01-02-01B, 21-51-01-02-02A, 21-51-01-02-02B, 21-51-01-02-02C.
21-33	Revised 21-51-02 to add new subitem relief -02B for "door extended" option.
21-35	Added new item 21-51-10 for 787-10 model. Revised 21-52-01-01, 21-52-01-01 subtitle to designate it to -8/-9.
21-36	Added new item 21-52-01-01-02 for 787-10 model.
21-37	Revised 21-52-01-02-01 subtitle to designate it to -8/-9.
21-38	Added new item 21-52-01-02-02 for 787-10 model.
21-39	Added item description for relief redirect to 21-52-02.
21-45	Revised subitem titles for 21-52-12-05-02 & 21-52-12-06-02 to designate it to -9/-10.
21-49	Added item description for relief redirect to 21-54-05.
21-46 thru 21-49	Added new item 21-52-14 for 787-10 model; revised 21-53-01-02B proviso; revised 21-53-02, 21-53-03, 21-53-04 title to add -10 designation; revised 21-54-01, 21-54-02, 21-54-03, 21-54-04 title to designate it for -8/-9; added new item 21-54-06 for 787-10 model.
21-51	Added item description for relief redirect to 21-62-03.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	REVISION NO. 15	PAGE NO.
Boeing 787	DATE: 12/15/2017	IV
HI		

EXPLANATION OF CHANGE
Revised 23-51-01 to break out subitems 23-51-01-01, 23-51-01-02, 23-51-01-03, 23-51-01-04, and 23-51-01-05 for captain, first officer, and first observer. Revised rest of page number under ATA 23 to account for new subitems.
Revised 23-51-02B to be consistent with PL-58.
Added "(M)" to 24-22-02-01.
Added item description for relief redirect to 24-28-01 and 24-28-02.
Revised 25-29-01A to add FDP requirement.
Added new item 26-16-01-03 for 787-10 model.
Added new items 27-02-07-01/-02/-03 and "-10" to item 27-24-01 item title.
Added a "787-8/-9" designation to item 27-51-02 title.
Added item description for relief redirect to 28-22-05.
Added item description for relief redirect to 28-42-01.
Added new items 32-30-02 thru 32-30-06 for 787-10 model.
Revised 33-42-01B to add the word "conducted".
Removed "civil" in the remark column for item 33-43-01 and completely revised item 33-44-01 to specify inoperative anti-collision lights instead of systems.
Updated 34-61-01-01 to specify "3" as number installed instead of a dash "-".
Revised 49-41-01A proviso to add "SYS" after "APU START"
Added a "787-10" designation to item title for 52-51-01-02.
Added new 75-24-03 for 787-10 model.

U.S. DEPARTMENT OF TRANSPORT	_		
	MAST	TER MINIMUM	EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	DN		
AIRCRAFT:	REVISION NO. 15	PAGE NO:	
Boeing 787	DATE: 12/15/2017		V

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, in accordance PL-25 Appendix B.

The 14 CFR regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into each specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

U.S. DEPARTMENT OF TRANSPORT	_		
FEDERAL AVIATION ADMINISTRATION		TER MINIMUM	EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION	JIN		
AIRCRAFT:	REVISION NO. 15	PAGE NO:	
Boeing 787	DATE: 12/15/2017		VI
	PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL). For operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR Part 91, refer to the current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble.

U.S. DEPARTMENT OF TRANSPORTATION							
		TER MINIMUM EQUIPMENT LIST					
FEDERAL AVIATION ADMINISTRATION							
AIRCRAFT:	REVISION NO. 15	PAGE NO:					
Boeing 787 DATE: 12/15/2017 VII							
GUIDELINES FOR (M) AND (O) PROCEDURES							

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

(M) and (O) Procedures are based on the Maintenance and Operational Procedures published in the Boeing 787 Dispatch Deviations Guide (DDG).

FEDERAL A	VIATION ADMINISTRATION		/ICIA	יא ואר	O. 15 PAGE NO.	
AIRCRAFT:	Boeing 787	KE			2/15/2017 PAGE NO. 21-1	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON Sequence No.	Item	1	2	3	4	Chang
-00-01	Air Synoptic Display	C	1	0	4	Bar
-21-01	Alternate Ventilation System (787-8)	С	1	0	(M) May be inoperative provided: a) Alternate ventilation inlet valve is deactivated closed, and b) Air conditioning packs operate normally.	
-21-01-01	VENTILATION Switch ALTN Light	С	1	0		
-21-01-02	VENTILATION Switch NORM Light	С	1	0		
-22-01	Flight Deck Boost Fan	С	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) Air conditioning packs operate normally.	
-22-02	Flight Deck Boost Isolation Valve	С	1	0	(M) May be inoperative provided: a) Flight deck boost isolation valve is deactivated closed, and b) Air conditioning packs operate normally.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 15 PAGE NO.
	Boeing 787		DAT	E: 1	2/15/2017 21-2
					LE KEY
SYSTEM &		1. F			CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM		۷. ۱		NUMBER REQUIRED FOR DISPATCH
NO.				\$0000 0	4. REMARKS OR EXCEPTIONS
21. AIR CON	DITIONING	1	ı	1	I disease
Sequence No.	Item	1	2	3	4 Change Bar
-25-01	Recirculation Fans				
-25-01-01	787-8				
	Upper Recirculation Fan	С	1	0	(M) May be inoperative deactivated.
-25-01-01-02	Lower Recirculation Fans	С	2	1	 (M) One may be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
-25-01-02	787-9				
-25-01-02-01	Upper Recirculation Fan	С	1	0	 (M) May be inoperative provided: a) Fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
-25-01-02-02	Lower Recirculation Fans	С	2	1	 (M) One may be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally.
					(Continued)

	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT: REVISION NO. 15 PAGE NO.						
	Boeing 787 DATE: 12/15/2017 21-3					
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING				4. NEW WING ON EXCELLIBRIO	
Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Recirculation Fans (Cont'd)					
-25-01-02-02	Lower Recirculation Fans	С	2	1	 (M) One may be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally. 	
-25-01-03	787-10					
-25-01-03-01	Upper Recirculation Fan	С	2	1	 (M) May be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally. 	
-25-01-03-02	Lower Recirculation Fan	С	2	1	 (M) May be inoperative provided: a) Inoperative fan is deactivated, b) Air conditioning packs operate normally, c) At least one left cabin air compressor operates normally, and d) At least one right cabin air compressor operates normally. 	
-25-01-04	RECIRC FANS Switch ON Lights	С	2	0		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 15 PAGE NO.			
	Boeing 787			TE: 12/15/2017 21-4				
		MM	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		IBER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING				4. REMARKS ON EXCENTIONS			
Sequence No.	Item	1	2	3	4 Change Bar			
-25-02	Lavatory/Galley Crown Temperature Sensor System	С	1	0				
-26-01	Lavatory/Galley Ventilation Fans	С	2	1	(M) One may be inoperative deactivated.			
-26-02	Lavatory/Galley Flow and Temperature Sensor	С	1	0	(M) May be inoperative deactivated.			
-26-03	Lavatory/Galley Ventilation PECS Liquid Heat Exchanger Barrier Filter	С	1	0	(M) May be inoperative provided lavatory/galley flow and temperature sensor is deactivated.			
-27-01	Forward EE Cooling Supply Barrier Filter	С	1	0	(M) May be inoperative provided filter is removed.			
-27-02	Forward EE Cooling Exhaust Fan							
-27-02-01	Airplanes Without FCAC Installed	С	1	0	 (M)(O) May be inoperative provided: a) Fan is deactivated, b) Flight is conducted pressurized, c) Forward equipment cooling supply fan smoke detector operates normally, d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane, and e) Forward cargo heat remains OFF. 			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	21-5	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	IDITIONING				1 4. INDIVIARIO	ON EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change
-27-02	Forward EE Cooling Exhaust Fan (Cont'd)						
-27-02-02	Airplanes With FCAC Installed	С	1	0	a) Fan is b) Flight c) Forwa supply opera d) For gr OAT 3 both p	te inoperative provided: deactivated, is conducted pressurized, ard equipment cooling fan smoke detector tes normally, and cound operations at do degrees C or higher, backs are selected on or cioned air is supplied to the ne.	
-27-03	Forward EE Cooling Supply Flow/ Temperature Sensors	С	2	1			
-27-04	Forward EE Cooling Exhaust Overboard Vent Valve	С	1	0	(M) May be in open.	noperative deactivated	
-27-05	Forward EE Cooling Override/Smoke Clearance Valve Motors	С	2	1	(M) One may deactivated.	be inoperative	
-27-06	Forward EE Cooling Supply Fans	С	2	1	a) Forwa	be inoperative provided: ard equipment cooling y fan is deactivated, and is conducted pressurized.	

LLC DEDAR		TIO	NI.					
	TMENT OF TRANSPORTA		N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO		//01/	7010	NO. 15 PAGE NO.			
AIRCRAFT:	Boeing 787	KE			NO. 15 PAGE NO. 21-6			
	<u> </u>	MMEL TABLE KEY						
SYSTEM &		1. F	$\overline{}$		CATEGORY			
SEQUENCE	ITEM		2.1		MBER INSTALLED			
NO.				ა. I	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. AIR CON	IDITIONING							
Sequence No.	Item	1	2	3	4 Change Bar			
-27-07	Forward EE Cooling Smoke Detectors							
-27-07-01	Supply Fan Smoke Detector	С	1	0	May be inoperative provided: a) Forward equipment cooling exhaust fan operates normally, and b) Forward equipment cooling exhaust fan smoke detector operates normally.			
-27-07-02	Exhaust Fan Smoke Detector	С	1	0	May be inoperative provided forward equipment cooling supply fan smoke detector operates normally.			
-27-08	Forward EQUIP COOLING Switch Lights							
-27-08-01	OVRD Light	С	1	0				
-27-08-02	AUTO Light	С	1	0				
-27-21	Aft EE Cooling Supply Barrier Filter	С	1	0	(M) May be inoperative provided filter is removed.			

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N		MASTER	R MINIMUM EQUIPMENT	 LIST
FEDERAL AV	/IATION ADMINISTRATIO	N					
AIRCRAFT:			VISIC	N NC	O. 15	PAGE NO.	
	Boeing 787		DAT	E: 12	2/15/2017	21-7	
_		мм	FL T	ΔBL	E KEY		
020000000000000000000000000000000000000		_			CATEGORY		
SYSTEM &					BER INSTALLE	D	
SEQUENCE	ITEM					JIRED FOR DISPATCH	
NO.				0000 00		OR EXCEPTIONS	
21. AIR CON	DITIONING	<u>, </u>					
Sequence No.	Item	1	2	3	4		Change Bar
-27-22	Aft EE Cooling Exhaust Fan						
-27-22-01	787-8/-9	С	1	0	a) Fan is o b) Aft equi smoke o normall c) For grow OAT 30 both pa condition	und operations at of degrees C or higher, acks are selected on or oned air is supplied to the	
-27-22-02	787-10	С	1	0	a) Fan is of b) Aft carg c) Aft equison smoke of normally d) For group OAT 30 both particular condition airplane	und operations at of degrees C or higher, acks are selected on or oned air is supplied to the	
-27-23	Aft EE Cooling Flow/Temperature Sensors	С	2	1			
-27-24	Aft EE Cooling Overboard Exhaust (Skin Flush) Valve						

U.S. DEPAR	TMENT OF TRANSPOR	OITAT	N				
FEDERAL A	VIATION ADMINISTRAT	ION			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRAT		VISIO	N NC	IO. 15 PAGE NO.		
	Boeing 787		DAT	E: 1	2/15/2017 21-8		
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DIS				
NO.			4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING	1			·		
Sequence No.	Item	1	2	3	4 Change Bar		
-27-23	Aft EE Cooling Flow/Temperature Sensors	С	2	1			
-27-24	Aft EE Cooling Overboard Exhaust (Skin Flush) Valve						
-27-24-01	787-8	C	1	0	 (M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) For ground operations at pressure altitudes 8,000 feet or higher, forward and aft outflow valves operate normally, d) For ground operations at OAT 24 degrees C or higher, aft outflow valve operates normally, and e) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. 		
-27-24-02	787-9/-10	C	1	0	 (M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, c) Forward and aft outflow valves operate normally, and d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. 		

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 15 PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017 21-9	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON		1 -	_	_	I .	Chan
Sequence No.	Item	1	2	3	4	Ba
-27-25	Aft EE Cooling Supply Override/Smoke Clearance Valve Motors	С	2	1	(M) One may be inoperative deactivated.	
-27-26	Aft EE Cooling Supply Fan	С	2	1	 (M) One may be inoperative provided: a) Inoperative aft equipment cooling supply fan is deactivated, and b) Flight is conducted pressurized. 	
-27-27	Aft EE Cooling Smoke Detectors					
-27-27-01	Supply Fan Smoke Detector	С	1	0	May be inoperative provided: a) Aft equipment cooling exhaust fan operates normally, b) Aft equipment cooling exhaust fan smoke detector operates normally, c) Aft equipment cooling overboard exhaust valve operates normally, and d) Aft cargo heat supply valve operates normally. 	
-27-27-02	Exhaust Fan Smoke Detector	C	1	0	May be inoperative provided aft equipment cooling supply fan smoke detector operates normally.	

	MENT OF TRANSPORTA				MASTER MINIMUM EQUIPMENT LIST	Т					
	IATION ADMINISTRATION										
AIRCRAFT:	Boeing 787	REV			D. 15 PAGE NO. /15/2017 21-10						
		MMEL TABLE KEY									
22772		1. REPAIR CATEGORY									
SYSTEM &	ITEM.		2. N	UMB	ER INSTALLED						
SEQUENCE NO.	ITEM		Γ	UMBER REQUIRED FOR DISPATCH							
W4403608113					4. REMARKS OR EXCEPTIONS						
21. AIR COND	DITIONING										
Sequence No.	Item	1	2	3		hange Bar					
-27-28	Aft Cargo Heat Valve										
-27-28-02	787-8/-9	С	1	0	 (M) May be inoperative provided: a) Valve is deactivated closed, b) Aft equipment cooling supply fan smoke detector operates normally, and c) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the airplane. (M) May be inoperative provided: a) Valve is deactivated closed, b) Aft cargo heater is deactivated, c) Aft equipment cooling supply fan smoke detector operates normally, and d) For ground operations at OAT 30 degrees C or higher, both packs are selected on or conditioned air is supplied to the 						
-27-29	Aft EQUIP COOLING Switch Lights				airplane.						
07.00.04	•		_	_							
-27-29-01	OVRD Light	С	1	0							
-27-29-02	AUTO Light	С	1	0							
-27-31	Miscellaneous EE Cooling Exhaust Fan (787-8)	С	1	0	 (M)(O) May be inoperative provided: a) Fan is deactivated, b) Cabin equipment center is deactivated, and c) Alternate procedures are established and used. 						

	VIATION ADMINISTRATI				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787	RE\			IO. 15 PAGE NO. 2/15/2017 21-11
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE	ITEM	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH			
NO.				3.1	4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				
Sequence No.	Item	1	2	3	4 Chang
-27-32	Miscellaneous EE Cooling Exhaust Fan Smoke Detector (787-8)	С	1	0	May be inoperative provided miscellaneous equipment cooling exhaust fan is considered inoperative.
-29-01 ***	Overhead Flightcrew Rest (OFCR) Supply Shutoff and Smoke Clearance/Exhaust Valves				
-29-01A		С	2	0	 (M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Alternate procedures are established and used.
					NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.
-29-01B		D	2	0	 (M)(O) May be inoperative provided: a) Supply shutoff valve is deactivated closed, b) Exhaust valve is deactivated closed, c) OFCR is deactivated closed, and d) Procedures do not require its use.
					NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers.

AIRCRAFT:	VIATION ADMINISTRATIO		REVISION NO. 15 PAGE NO.					
	Boeing 787							
SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4		Change	
-29-02 ***	Overhead Flight Attendant Rest (OFAR) Supply Shutoff and Smoke Clearance/ Exhaust Valves			3	-		Bar	
-29-02A		С	2	0	a) Supple deaction de	e inoperative provided: y shutoff valve is vated closed, ust valve is deactivated d, t is deactivated closed, and ate procedures are ished and used. e provisions are not led to prohibit OFAR ctions by crewmembers.		
-29-02B		D	2	0	a) Supple deaction de	e inoperative provided: y shutoff valve is vated closed, ust valve is deactivated d, t is deactivated closed, and dures do not require its e provisions are not led to prohibit OFAR ctions by crewmembers.		

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N						
	VIATIONI ADMINISTRATIO	.NI			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	NO. 15 PAGE NO.				
7.11.101.0.11	Boeing 787	` ` _			12/15/2017 21-13				
		мм	EL T	ABL	LE KEY				
CVCTEM 0		_			CATEGORY				
SYSTEM & SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.				3.1	NUMBER REQUIRED FOR DISPATCH				
21. AIR CON	DITIONING	4. REMARKS OR EXCEPTIONS							
Sequence No.	Item	1	2	3	4 Change				
-31-01	Automatic Cabin			_	Bar				
0.01	Pressure Control Channels								
-31-01A		С	4	2	(M) One control channel in each valve control unit may be inoperative provided manual cabin pressure control is verified to operate normally on both outflow valves before each departure.				
-31-01B		С	4	0	 (M)(O) May be inoperative provided: a) For extended overwater flight, manual cabin pressure control is verified to operate normally on both outflow valves, b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, and c) Flight is conducted unpressurized. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. 				

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MASTER MINIMUM EQUIPMENT LIS	т
	VIATION ADMINISTRATIO					' '
AIRCRAFT:	Pooing 707	REVISION NO. 15 DATE: 12/15/2017				
	Boeing 787					
30-20 Personal Programme 1999					CATEGORY	
SYSTEM &	17514	'. '			MBER INSTALLED	
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPAT			
V60383310					4. REMARKS OR EXCEPTIONS	
21. AIR CON					l. Cha	ange
Sequence No.	Item	1	2	3		Bar
-31-02	Manual Cabin Pressure Outflow Valve Controls (FWD and AFT)					
-31-02A		С	2	1	One may be inoperative provided: a) Automatic cabin pressure control channels on associated valve control unit operate normally, and b) Extended overwater flight is prohibited.	
-31-02B		С	2	0	May be inoperative provided associated outflow valve is considered inoperative.	
-31-03	Forward and Aft Outflow Valves	С	2	0	 (M)(O) May be inoperative provided: a) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits, b) Flight is conducted unpressurized, and c) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. 	
					(Continued)	

U.S. DEPARTM	ENT OF TRANSPORTA	OIT	N		MAGTE		LIOT	
FEDERAL AVIA	TION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIS I	
AIRCRAFT:	eing 787		REVISION NO. 15 PAGE NO. 21-15					
		MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS		
21. AIR CONDIT	TIONING						12.	
Sequence No. Iter		1	2	3	4		Change Bar	
Va	orward and Aft Outflow alves Cont'd)							
-31-03-01 78	37-8							
-31-03-01-01 Fo	orward Outflow Valve	C	1	0	a) Forwa in the	nditioning packs operate		
					(Continued)			

	TMENT OF TRANSPORTA /IATION ADMINISTRATIO		N		MASTE	ER MINIMUM EQUIPMENT L	JIST
AIRCRAFT:					IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	21-16	
+					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	DITIONING		<u> </u>	<u> </u>	4. NEWANKS	ON EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)						Dui
-31-03-01	787-8 (Cont'd)						
-31-03-01-02	Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	a) Aft out fixed of the fixed of the fixed of the forward on the forward of the fixed of the fix	nditioning packs operate ally, at least three cabin air ressors operate normally e each departure, ound operations at ure altitudes 8,000 feet or r, aft EE cooling overboard ist (skin flush) valve tes normally, and ound operations with aft w valve inoperative and 24 degrees C or higher, backs are selected on or ioned air is supplied to the	
					(Continued)		

U.S. DEPART	MENT OF TRANSPORTA	TIOI	N				
FEDERAL AV	TATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:	THE TOTAL PROPERTY OF THE PARTY				IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	21-17	
					E KEY		
SYSTEM &		1. H			CATEGORY BER INSTALL	En	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				-53		OR EXCEPTIONS	
21. AIR CONE	DITIONING						
	Item	1	2	3	4		nange Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)						
-31-03-01	787-8 (Cont'd)						
-31-03-01-03	Aft Outflow Valve (OFCR or OFAR Installed)	С	1	0	a) Aft out fixed of closed	al cabin pressure control is d to operate normally on rd outflow valve, and outflow valve operates ally, anditioning packs operate ally, at least three cabin air ressors operate normally each departure, ound operations at ure altitudes 8,000 feet or r, aft EE cooling overboard st (skin flush) valve tes normally, and ound operations with aft w valve inoperative and 24 degrees C or higher, eacks are selected on or ioned air is supplied to the	
<u> </u>					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIM	UM EQUIPMENT LIST
AIRCRAFT:	Boeing 787	RE\			O. 15 PAGE N 2/15/2017	O. 21-18
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FO 4. REMARKS OR EXC	
21. AIR CON	DITIONING					Ta:
Sequence No.	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-02	787-9					
-31-03-02-01	Forward Outflow Valve	C	1	0	verified to opera aft outflow valve c) Passenger entry springs are verifinormally, d) Aft outflow valve normally, e) Air conditioning normally, f) Verify at least the compressors operate each dependent operates normally, f) For ground operates normally, f) For ground operates normally, f) Aft EE cooling of exhaust (skin fluoperates normally), f) For ground operates normales outflow and OAT 24 dependent outflow and OAT	valve is locked se position, ressure control is ate normally on e, y door vent door fied to operate e operates packs operate pree cabin air perate normally parture, overboard ush) valve lly, and rations with valve inoperative grees C or
					(Continued)	

	TMENT OF TRANSPORTA /IATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT L	.IST
AIRCRAFT:	TITAL TABILITY (TIC				IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	21-19	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	DITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-31-03 -31-03-02	Forward and Aft Outflow Valves (Cont'd) 787-9						
	(Cont'd) Aft Outflow Valve (OFCR and OFAR Not Installed)	C	1	0	a) Aft out fixed of the fixed of the fixed of the forward of the f	and outflow valve operates ally, anditioning packs operate ally, at least three cabin air ressors operate normally each departure, cooling overboard st (skin flush) valve tes normally, and ound operations with aft w valve inoperative and 24 degrees C or higher, eacks are selected on or ioned air is supplied to the	
					(Continued)		

U.S. DEPART	TMENT OF TRANSPORTA	OITA	V		MACTE	
FEDERAL AV	/IATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT LIST
AIRCRAFT:	D : 707	RE\			IO. 15	PAGE NO.
	Boeing 787				2/15/2017	21-20
					.E KEY CATEGORY	
SYSTEM &		1. [BER INSTALLI	ED.
SEQUENCE NO.	ITEM		1			UIRED FOR DISPATCH
NO.				5,000	4. REMARKS	OR EXCEPTIONS
21. AIR CONI	DITIONING	•		1		12:
	Item	1	2	3	4	Change Bar
-31-03	Forward and Aft Outflow Valves (Cont'd)					
-31-03-02	787-9 (Cont'd)					
-31-03-02-03	Aft Outflow Valve (OFCR or OFAR Installed)	C	1	0	a) Aft out fixed of closed	al cabin pressure control is d to operate normally on a doutflow valve, enger entry door vent door is are verified to operate ally, and outflow valve operates ally, anditioning packs operate ally, at least three cabin air ressors operate normally each departure, is cooling overboard st (skin flush) valve tes normally, and ound operations with aft of valve inoperative and each degrees C or higher, each air is supplied to the
					(Continued)	

AIRCRAFT: Boeing 787 REVISION NO. 15 DATE: 12/15/2017 PAGE NO. 21-21		<u>VIATION ADMINISTRATIO</u>				10.10	
SYSTEM & SEQUENCE NO. ITEM I	AIRCRAFT:	Boeing 787	RE\				
SYSTEM & SEQUENCE NO. ITEM I			ММ	EL T	ABL	E KEY	
NO. 21. AIR CONDITIONING Sequence No. Item		ITEM.		REP	AIR (CATEGORY	
Sequence No. Item		I I EIVI			3. 1		
-31-03 Forward and Aft Outflow Valves (Cont'd) -31-03-03 OUTFLOW VALVE Switch MAN Lights -31-03-04 OUTFLOW VALVE Switch AUTO Lights -31-05 Cabin Rate of Climb Indication	21. AIR CON	IDITIONING			<u> </u>		
Valves (Cont'd) -31-03-03 OUTFLOW VALVE Switch MAN Lights -31-03-04 OUTFLOW VALVE Switch AUTO Lights -31-04 Remote Sensor Units C 2 0 -31-05 Cabin Rate of Climb Indication C 1 0 May be inoperative provided automatic cabin pressure control channels operate normally. C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	Sequence No.	Item	1	2	3	4	Chang Bar
Switch MAN Lights -31-03-04 OUTFLOW VALVE Switch AUTO Lights -31-04 Remote Sensor Units C 2 1 (M) One may be inoperative deactivated. -31-05 Cabin Rate of Climb Indication C 1 0 May be inoperative provided automatic cabin pressure control channels operate normally. -31-05B C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-03	Valves					
Switch AUTO Lights -31-04 Remote Sensor Units C 2 1 (M) One may be inoperative deactivated. -31-05 Cabin Rate of Climb Indication C 1 0 May be inoperative provided automatic cabin pressure control channels operate normally. -31-05B C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-03-03		С	2	0		
-31-05 Cabin Rate of Climb Indication C 1 0 May be inoperative provided automatic cabin pressure control channels operate normally. C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-03-04		С	2	0		
Indication -31-05A C 1 0 May be inoperative provided automatic cabin pressure control channels operate normally. C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-04	Remote Sensor Units	С	2	1		
cabin pressure control channels operate normally. C 1 0 (M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-05						
a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and	-31-05A		С	1	0	cabin pressure control channels operate	
ballast.	-31-05B		С	1	0	 a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as 	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO		"016		0.45	DAGE NO	
AIRCRAFT:	Boeing 787	RE			O. 15 2/15/2017	PAGE NO. 21-22	
		мм	FL T	ΔBL	E KEY		
12/10/20/20/20/20/20/20/20/20/20/20/20/20/20		_			CATEGORY		
SYSTEM &					BER INSTALLI	ED	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				000 00		OR EXCEPTIONS	
21. AIR CON	DITIONING				'		
Sequence No.	Item	1	2	3	4		Change Bar
-31-06	Cabin Differential Pressure Indication						Bai
-31-06A		С	1	0	a) Cabin operat b) A char	operative provided: altitude indication es normally, and it is provided to convert altitude to cabin differential ure.	
-31-06B		С	1	0	a) Flight unpres b) Proced used to compa contain handling be loak kits. NOTE: Opera which inclusi	e inoperative provided: is conducted ssurized, and dures are established and o verify cargo artments remain empty or n only ballast, empty cargo ng equipment (ballast may ded in ULDs), or fly away tor MELs must define items are approved for on in the fly away kits and materials can be used as i.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAG 2/15/2017	GE NO.	
	Boeing 787					21-23	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	E KEY CATEGORY BER INSTALLED NUMBER REQUIRE 4. REMARKS OR		
21. AIR CON Sequence No.	Item	1	2	3	4		Chang
-31-07	Cabin Altitude Indication	•	2	3	4		Bar
-31-07A	Capiti / titlede i i dication	С	1	0	b) A chart is pi	rential pressure perates normally, and rovided to convert ential pressure to	
-31-07B		С	1	0	used to veri compartmen contain only handling eq be loaded in kits. NOTE: Operator M which items inclusion in	nducted ted, and are established and ify cargo nts remain empty or y ballast, empty cargo juipment (ballast may in ULDs), or fly away	
-31-08	Outflow Valve Position Indications (787-8)	С	2	0			
-31-09	Auto Cabin Pressure Control Communication System	С	1	0			

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	VIATION ADMINISTRATIO				_		
AIRCRAFT:	Boeing 787	RE\			O. 15 2/15/2017	PAGE NO. 21-24	
	Booming 7 07					2121	
					E KEY CATEGORY		
SYSTEM &		1. [BER INSTALLI	=D	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				3.1		OR EXCEPTIONS	
21. AIR CON	DITIONING				1.112.00	01(2/(02) 1101(0	
Sequence No.	Item	1	2	3	4		Change Bar
-32-01	Positive Pressure Relief Valves						Dai
-32-01A		С	2	1	(M) One may closed.	be inoperative deactivated	
-32-01B		С	2	0	(M)(O) May be a) Flight unpres b) Procee used t compa contain handling be loakits. NOTE: Opera which inclusi	e inoperative provided: is conducted surized, and dures are established and o verify cargo artments remain empty or n only ballast, empty cargo ng equipment (ballast may ded in ULDs), or fly away tor MELs must define items are approved for on in the fly away kits and materials can be used as :.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO. 21-25	
	Boeing 787					
		_			.E KEY Category	
SYSTEM &		1. 1			BER INSTALLED	
EQUENCE	ITEM				NUMBER REQUIRED FOR DISPATCH	
NO.				100.00	4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING		<u>,</u>	<u>, </u>		
Sequence No.	Item	1	2	3	4	Chan Ba
-32-02	Negative Pressure Relief Valves	С	4	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, and b) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define	
-41-01 **	Overhead Flightcrew Rest (OFCR) Duct	С	1	0	which items are approved for inclusion in the fly away kits and which materials can be used as ballast. (M) May be inoperative deactivated.	
-41-02 ***	Overhead Flight Attendant Rest (OFAR)	С	1	0	(M) May be inoperative deactivated.	
	Duct Heater System					
-43-01	Forward Cargo Heat Supply Shutoff Valve	С	1	0	 (M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward EE cooling exhaust overboard vent valve is deactivated open. 	
-43-02	Forward Cargo Heat Exhaust System	С	1	0	 (M) May be inoperative provided: a) Exhaust shutoff valve is deactivated closed, and b) Exhaust fan is deactivated. 	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017 21-26	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1.1		MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON		1	2	3	4	Chang
Sequence No43-03	Forward Cargo Heat Electric Heater	1	2	3	4	Bar
-43-03-01	787-8	С	1	0	(M) May be inoperative deactivated.	
-43-03-02	787-9	С	2	0	(M) May be inoperative deactivated.	
-43-03-03	787-10	С	3	0	(M) May be inoperative deactivated.	
-43-04 ***	Forward CARGO TEMP Switch Lights					
-43-04-01	OFF Light	С	1	0		
-43-04-02	AUTO Light	С	1	0		
-43-05 ***	Forward Cargo Heat Diverter Valve (787-10)	С	1	0	 (M)(O) May be inoperative provided: a) Valve is deactivated closed, and b) Forward cargo air conditioning supply valve is deactivated closed. 	
-44-01	Bulk Cargo Heat System	С	1	0	 (M)(O) May be inoperative provided: a) Bulk cargo heat supply valve is deactivated closed, b) Bulk cargo heat supply fan is deactivated, and c) Bulk cargo electric heater(s) is deactivated. 	
-44-01-01	Electric Heaters (CN-AA29229 (Part C or D) Incorporated)	С	2	1	(M) One may be inoperative deactivated.	
-44-01-02	Bulk CARGO TEMP Switch OFF Light	С	1	0		
-44-01-03	Bulk CARGO TEMP Switch AUTO Light	С	1	0		

SYSTEM & SEQUENCE NO. 21. AIR CON	Item		EL T	ABL	2/15/2017 21-27 E KEY	
SEQUENCE NO. 21. AIR CONI	DITIONING Item		REP/		E KEY	
SEQUENCE NO. 21. AIR CONI	DITIONING Item	1.1		111 V	CATEGORY	
NO. 21. AIR CONI Sequence No.	DITIONING Item			NUN	BER INSTALLED	
21. AIR CONI	Item			3. 1	NUMBER REQUIRED FOR DISPATCH	
Sequence No.	Item				4. REMARKS OR EXCEPTIONS	
		4	_		4	Change
-44-02	Hans Mayod	1	2	3		Bar
	Item Moved				Dispatch relief for this equipment moved to item 21-44-01, Bulk Cargo Heat System.	
-44-03	Item Moved				Dispatch relief for this equipment moved to item 21-44-01, Bulk Cargo Heat System.	
-44-04	Item Moved				Dispatch relief for this equipment moved to item 21-44-01, Bulk Cargo Heat System.	
-44-05	Aft Cargo Heater (787-10)	С	1	0	(M) May be inoperative provided heater is deactivated.	
-45-01	Flight Deck Foot Rest Surface Heaters	С	4	0	(M) May be inoperative deactivated.	
-45-02	Flight Deck Shoulder Duct Heaters	С	2	0	(M) May be inoperative deactivated.	
-45-03	Galley Area Duct Heaters	С	-	0	(M) May be inoperative deactivated.	
-45-04	Passenger Entry Door Area Floor Panel Surface Heaters	D	8	0	(M) May be inoperative deactivated.	
-45-05	Zonal Duct Heaters	С	2	0	(M) May be inoperative deactivated.	

ILC DEDAD		ΛΤΙΩΙ	NI.			
U.S. DEPARTMENT OF TRANSPORTATION MASTER MINIMUM EQUIPMENT LIST						
FEDERAL AVIATION ADMINISTRATION						
AIRCRAFT:	Boeing 787	KE			IO. 15 PAGE NO. 2/15/2017 21-28	
MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CONDITIONING Change						
Sequence No.	Item	1	2	3	4	Bar
-51-01	Cabin Air Compressor (CAC) Systems					
-51-01-01	Airplanes Without OFCR and OFAR Installed					
-51-01-01-01	Left CACs					
-51-01-01-01A		С	2	1	 (M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, d) Trim air systems operate normally, and For 787-10: e) Both lower recirculation fans operate normally. 	
-51-01-01-01B	(787-8/-9)	С	2	0	 (M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, and d) VFSGs associated with right CACs operate normally. 	
-51-01-01-01C	(787-10)	С	2	0	 (M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, d) VFSGs associated with right CACs operate normally, e) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and f) Both lower recirculation fans operate normally. (Continued) 	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATION		VISIO	N NC	IO. 15 PAGE NO.			
,	Boeing 787				2/15/2017 21-29			
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE	ITEM	1. F		MUŅ	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.		4. REMARKS OR EXCEPTIONS						
21. AIR CON	DITIONING				4. KEMAKKO OK EXCEL HONO			
Sequence No.	Item	1	2	3	4 Change Bar			
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)							
-51-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)							
-51-01-01-02	Right CACs							
-51-01-01-02A		С	2	1	 (M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Right air conditioning pack operates normally, c) VFSG associated with operating right CAC operates normally, d) Trim air systems operate normally, and For 787-10: e) Both lower recirculation fans operate normally. 			
-51-01-01-02B	(787-8/-9)	С	2	0	 (M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, and d) VFSGs associated with left CACs operate normally. 			
-51-01-01-02C	(787-10)	С	2	0	(M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) VFSGs associated with left CACs operate normally, e) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and f) Both lower recirculation fans operate normally. (Continued)			

U.S. DEPARTMENT OF TRANSPORTA	OIT	V					
FEDERAL AVIATION ADMINISTRATION	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:		/ISIC	N NC	NO. 15 PAGE NO.			
Boeing 787		DAT	E: 12	2/15/2017 21-30			
				LE KEY			
SYSTEM &	REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE ITEM NO.		2. 1		NUMBER REQUIRED FOR DISPATCH			
NO.			0,000 00	4. REMARKS OR EXCEPTIONS			
21. AIR CONDITIONING				10.			
Sequence No. Item	1	2	3	4 Change Bar			
-51-01 Cabin Air Compressor (CAC) Systems (Cont'd)							
-51-01-02 Airplanes With OFCR or OFAR Installed							
-51-01-02-01 Left CACs							
-51-01-02-01A	C	2	1	 (M) One may be inoperative provided: a) Inoperative CAC is deactivated, b) Left air conditioning pack operates normally, c) VFSG associated with operating left CAC operates normally, d) Trim air systems operate normally, e) For OFCR or OFAR occupied and one opposite side Cabin Air Compressor inoperative, airplane remains at or below FL 350, and For 787-10: both lower recirculation fans operate normally. 			
-51-01-02-01B (787-8/-9)	C	2	0	 (M) May be inoperative provided: a) Left CACs are deactivated, b) Left air conditioning pack is considered inoperative, c) Right trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, and e) VFSGs associated with right CACs operate normally. 			
				(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIC	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	Boeing 787	_	REVISION NO. 15 PAGE NO. 21-31				
	-	ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON	IDITIONING	<u> </u>			1		
Sequence No.	Item	1	2	3	4		Change Bar
-51-01	Cabin Air Compressor (CAC) Systems (Cont'd)						
-51-01-02-010	(787-10)	С	2	0	a) Left C/b) Left air consid c) Right to norma d) For OF airplan FL 350 e) VFSGs CACs f) With forward remain g) Both lo	FCR or OFAR occupied, ne remains at or below	
-51-01-02-02	J	c	2	1	a) Inoper b) Right a operat c) VFSG right C d) Trim a norma e) For OF and or Compri remair For 787-10: f) Both Ice	be inoperative provided: ative CAC is deactivated, air conditioning pack es normally, associated with operating AC operates normally, ir systems operate lly, FCR or OFAR occupied ne opposite side Cabin Air ressor inoperative, airplane as at or below FL 350, and ower recirculation fans e normally.	
					(Continued)		

TIOI	N		MASTER MINIMUM EQUIPMENT	LIST
N				
RE\				
ММ	EL T	ABL	E KEY	
1. F		MUN	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
			THE INCLUDING ON EXCEPTIONS	
1	2	3	4	Change Bar
С	2	0	 (M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, and e) VFSGs associated with left CACs operate normally. 	
С	2	0	 (M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, e) VFSGs associated with left CACs operate normally, f) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and g) Both lower recirculation fans operate normally. 	
	MM 1. F	REVISION DATE OF THE PROPERTY	N REVISION N DATE: 1: MMEL TABL 1. REPAIR (2. NUM 3. N 1 2 3 C 2 0	MASTER MINIMUM EQUIPMENT REVISION NO. 15 DATE: 12/15/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1 2 3 4 C 2 0 (M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, and e) VFSGs associated with left CACs operate normally. C 2 0 (M) May be inoperative provided: a) Right CACs are deactivated, b) Right air conditioning pack is considered inoperative, c) Left trim air system operates normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, e) VFSGs associated with left CACs operate normally, d) For OFCR or OFAR occupied, airplane remains at or below FL 350, e) VFSGs associated with left CACs operate normally, f) With forward cargo air conditioning (FCAC) installed, forward cargo air conditioning remains OFF, and g) Both lower recirculation fans

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	NI			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 15 PAGE NO.				
	Boeing 787		DAT	E: 1	2/15/2017 21-33				
		_			E KEY				
SYSTEM &		1. 1			DATEGORY BER INSTALLED				
SEQUENCE NO.	ITEM		3. NUMBER REQUIRED FOR DISPATCH						
W. W. W. W.					4. REMARKS OR EXCEPTIONS				
21. AIR CON	T		1	ı	Change				
Sequence No.	Item	1	2	3	4 Change Bar				
-51-02	Cabin Air Compressor (CAC) Deflector Doors				}				
-51-02A	Door Retracted	С	2	0	(M) May be inoperative provided: a) Door is deactivated in retracted position, and b) Associated air conditioning pack operates normally.				
-51-02B	Door Extended	С	2	1	 (M)(O) May be inoperative provided: a) Door is deactivated in extended position, b) Associated air conditioning pack is considered inoperative, c) Opposite air conditioning pack operates normally, and d) Appropriate performance adjustments are applied. 				
-51-03	Cabin Air Compressor (CAC) Inlet Pressure Sensors								
-51-03-01	Left Inlet Pressure Sensors								
-51-03-01A		С	2	1					
-51-03-01B		С	2	0	May be inoperative provided: a) Right CAC inlet pressure sensors operate normally, and b) Left air conditioning pack is considered inoperative.				
-51-03-02	Right Inlet Pressure Sensors								
-51-03-02A		С	2	1					
-51-03-02B		С	2	0	May be inoperative provided: a) Left CAC inlet pressure sensors operate normally, and b) Right air conditioning pack is considered inoperative.				

AIRCRAFT:	VIATION ADMINISTRATIO		/ 2 /) N V	IO. 15 PAGE NO.				
AINONAI I.	Boeing 787	IXL	2/15/2017 21-34						
		ММ	MMEL TABLE KEY						
SYSTEM &		1. F			CATEGORY				
SEQUENCE	ITEM		2. I		BER INSTALLED				
NO.			3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING				4. KEMAKKS OK EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Change Bar			
-51-04	Cabin Air Compressor (CAC) Variable Diffusers	С	4	2	May be inoperative provided associated CAC is considered inoperative.				
-51-05	Cabin Air Compressor (CAC) Add Heat Valves	С	4	2	May be inoperative provided associated CAC is considered inoperative.				
-51-06	Cabin Air Compressor (CAC) Outlet Pressure Sensors	С	4	2	May be inoperative provided associated CAC is considered inoperative				
-51-07	Cabin Air Compressor (CAC) Outlet Temperature Sensor Systems	С	4	2	May be inoperative provided associated CAC is considered inoperative.				
-51-08	Cabin Air Compressor (CAC) Flow Sensors	С	2	1	(M) One may be inoperative provided one of the associated CACs is deactivated.				
-51-09	Pack Control Unit (PCU) Channels								
-51-09-01	Left PCU Channels								
-51-09-01A		С	2	1					
-51-09-01B		С	2	0	May be inoperative provided: a) At least one right PCU channel operates normally, and b) Left air conditioning pack is considered inoperative.				
-51-09-02	Right PCU Channels								
-51-09-02A		С	2	1					
-51-09-02B		С	2	0	May be inoperative provided: a) At least one left PCU channel operates normally, and b) Right air conditioning pack is considered inoperative.				

U.S. DEPART	MENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST
	IATION ADMINISTRATIO				
AIRCRAFT:	Boeing 787	RE\			NO. 15 PAGE NO. 21-35
		мм	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CONI	DITIONING		1	1	Channe
	Item	1	2	3	4 Change Bar
-51-10	Cabin Air Compressor (CAC) Motor Cooling Diverter Valves (787-10)	С	2	0	(M) May be inoperative provided associated valve is deactivated closed.
-52-01	Air Conditioning Packs				
-52-01-01	Airplanes Without OFCR and OFAR Installed				
-52-01-01-01	787-8/-9	C	2	1	 (M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) Flight remains within 60 minutes of landing at a suitable airport, and h) Appropriate performance adjustments are applied.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT L	JST
	/IATION ADMINISTRATIO					
AIRCRAFT:	Boeing 787	RE\			NO. 15 PAGE NO. 21-36	
		мм	FI T	ΆΒΙ	LE KEY	
(1272) 12 12 14 14 14 14 14 14 14 14 14 14 14 14 14		_			CATEGORY	
SYSTEM &	ITEN 4				MBER INSTALLED	
SEQUENCE NO.	ITEM			3.1	NUMBER REQUIRED FOR DISPATCH	
NO.				50000	4. REMARKS OR EXCEPTIONS	
21. AIR CON	DITIONING					
Sequence No.	Item	1	2	3	4	Change Bar
-52-01	Air Conditioning Packs (Cont'd)					
-52-01-01	Airplanes Without OFCR and OFAR Installed (Cont'd)					
-52-01-01-02	787-10	С	2	1	 (M)(O) One may be inoperative provided: a) Verify cabin air compressors associated with operating pack operate normally before each departure, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculation air system operates normally, d) Center hydraulic electric motor-driven pumps operate normally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupied, airplane remains at or below FL 350, h) Flight remains within 60 minutes of landing at a suitable airport, i) Appropriate performance adjustments are applied, and For FCAC installed: j) Forward cargo air conditioning system remains off. 	

U.S. DEPART	TMENT OF TRANSPORTA	TIOI	N			DA JENIT LIGT	
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUI	-IMENT LIST	
AIRCRAFT:	Paging 797	RE			NO. 15 PAGE NO. 2/15/2017 21-37	,	
	Boeing 787	B 4 B 4			_E KEY		
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. AIR CON	DITIONING			1	,		
Sequence No.	Item	1	2	3	4	Change Bar	
-52-01	Air Conditioning Packs (Cont'd)						
-52-01-02	Airplanes With OFCR or OFAR Installed						
-52-01-02-01	787-8/-9	C	2	1	 (M)(O) One may be inoperative provided: a) Verify cabin air compress associated with operating operate normally before edeparture, b) VFSGs associated with operating CACs operate normally, c) Integrated cooling recirculair system operates norm d) Center hydraulic electric motor-driven pumps operanormally, e) Alternate ventilation system operates normally, f) Opposite trim air system operates normally, g) For OFCR or OFAR occupairplane remains at or beliful 550, h) Flight remains within 60 m of landing at a suitable air and i) Appropriate performance adjustments are applied. 	pack ach lation ally, ate m pied, ow ninutes	
					(Continued)		

	VIATION ADMINISTRATIO					MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787	RE			IO. 15 2/15/2017	AGE NO. 21-38
	3	ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO. 21. AIR CON Sequence No52-01	Item Air Conditioning Packs	1. F		NUM		RED FOR DISPATCH OR EXCEPTIONS Change Bar
-52-01-02	(Cont'd) Airplanes With OFCR or OFAR Installed (Cont'd)					
-52-01-02-02	787-10	С	2	1	associate operate r departure b) VFSGs a operating normally, c) Integrate air syster d) Center hymotor-dri normally, e) Alternate operates f) Opposite operates g) For OFC airplane FL 350, h) Flight rer of landing i) Appropria adjustme For FCAC install j) Forward	bin air compressors ed with operating pack normally before each e, associated with g CACs operate d cooling recirculation m operates normally, ydraulic electric iven pumps operate e ventilation system normally, e trim air system normally, R or OFAR occupied, remains at or below mains within 60 minutes g at a suitable airport, ate performance ents are applied, and

SYSTEM & EQUENCE NO. 21. AIR CONE	ITEM DITIONING Item Air Conditioning Packs (Cont'd)		EL T	ABL AIR (2/15/2017 21-39 E KEY CATEGORY BER INSTALLED					
EQUENCE NO. 21. AIR CONI Sequence No. 52-01	DITIONING Item Air Conditioning Packs	1. F	REP	AIR (NUM	CATEGORY BER INSTALLED					
EQUENCE NO. 21. AIR CONI Sequence No. 52-01	DITIONING Item Air Conditioning Packs			NUM	BER INSTALLED					
NO. 21. AIR CONE Sequence No. 52-01 52-01-03	DITIONING Item Air Conditioning Packs	1								
21. AIR CONI Sequence No. 52-01	Air Conditioning Packs	1		3. NUMBER REQUIRED FOR DISPATCH						
Sequence No. 52-01	Air Conditioning Packs	1			4. REMARKS OR EXCEPTIONS					
52-01 52-01-03	Air Conditioning Packs	1	l .			Chang				
52-01-03			2	3	4	Bar				
52-01-04	PACK Switch OFF Lights	С	2	0						
	PACK Switch AUTO Lights	С	2	0						
52-02	Item Moved				Dispatch relief for this equipment moved to item 21-52-01, Air Conditioning Packs.					
52-03	Air Cycle Machines (ACM)									
52-03A		С	2	1	One may be inoperative provided associated air conditioning pack is considered inoperative.					
52-03B		С	2	1	 (M) One may be inoperative provided: a) Inoperative ACM is deactivated, b) Associated ram air inlet and exit doors operate normally, c) Opposite air conditioning pack operates normally, d) Opposite cabin air compressors operate normally, and e) Opposite trim air system operates normally. 					

	<u>VIATION ADMINISTRATI</u>		// 014	<u> </u>	0.45	DAGENG	
AIRCRAFT:	Boeing 787	KE			O. 15 2/15/2017	PAGE NO. 21-40	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	1				4		Chang
Sequence No.	Item	1	2	3	4		Bar
-52-04	Air Cycle Machine (ACM) Compressor Outlet Temperature Sensor Systems	С	2	1	a) Associations doors b) Oppositions operated c) Oppositions d) Oppositions d)	inoperative provided: ciated ram air inlet and exit operate normally, site air conditioning pack ites normally, site cabin air compressors ite normally, and site trim air system ites normally.	
-52-05	Condenser Inlet Temperature Control Systems						
-52-05-01	Low Limit Valve	С	2	1	a) Associated deaction of the second deaction	be inoperative provided: ciated low limit valve is ivated open, site condenser inlet erature sensor system ites normally, site air conditioning pack ites normally, site cabin air compressors ite normally, and site trim air system ites normally.	
-52-05-02	Condenser Inlet Temperature Sensor Systems	С	2	1	a) Associated deaction of the control of the contro	be inoperative provided: ciated low limit valve is ivated open, site low limit valve operates ally, site air conditioning pack ites normally, site cabin air compressors ite normally, and site trim air system ites normally.	
-52-06	Secondary Heat Exchanger Outlet Temperature Sensor Systems	С	2	0	condenser in	erative provided associated let temperature sensor ates normally.	

U.S. DEPAR	TMENT OF TRANSPORT	ΓΑΤΙΟΙ	N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATI	ON			IVIASTER IVIINIIVIOIVI EQUIFIVIENT LIST
AIRCRAFT:	Boeing 787	RE'			O. 15 PAGE NO. 2/15/2017 21-41
		ММ	FL T	ΆΒΙ	E KEY
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING		1	1	Change
Sequence No.	Item	1	2	3	4 Change Bar
-52-07	Pack Outlet Temperature Sensor Systems	C	2	1	One may be inoperative provided: a) Associated flight deck duct temperature sensor operates normally, b) Opposite air conditioning pack operates normally, c) Opposite flight deck zone trim valve operates normally, d) Opposite trim air pressure regulator valve operates normally, regulator valve operates normally, and e) Flight remains within 60 minutes of landing at a suitable airport.
-52-08	Economy Cooling Valves (ECV)	С	2	1	 (M) One may be inoperative provided: a) Valve is deactivated open, b) Opposite air conditioning pack operates normally, c) Opposite cabin air compressors operate normally, and d) Opposite trim air system operates normally.
-52-09	Air Cycle Machine Bypass Valves	С	2	1	One may be inoperative provided the associated air conditioning pack is considered inoperative.
-52-10	Ram Air Inlet Door Systems	С	2	1	 (M)(O) One may be inoperative provided: a) Door is deactivated in open position, b) Associated ram air exit door operates normally, c) Trim air systems operate normally, d) Associated air conditioning pack is considered inoperative, and e) Appropriate performance adjustments are applied.

U.S. DEPAR	RTMENT OF TRANSPORT	ΓΑΤΙΟΙ	N				
FEDERAL A	VIATION ADMINISTRATI	ON			MASTER	MINIMUM EQUIPMENT	LIST
AIRCRAFT:	(VI) (TIOTY / ISINII (IOTTA (TI					AGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	21-42	
					E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALLED	,	
SEQUENCE	ITEM		2.1			RED FOR DISPATCH	
NO.				0. 1		R EXCEPTIONS	
21. AIR CON	NDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-52-11	Ram Air Outlet Door Systems						
-52-11B		C	2	1	deactivat 17.5 deg b) Associate operates c) Opposite operates d) Trim air s normally, e) Airplane FL 350, f) Appropria adjustme g) Flight rer of landing (M)(O) One may provided: a) Associate is deactiv b) Associate and close c) Associate operates d) Opposite operates e) Trim air s normally, f) Airplane FL 350, g) Appropria adjustme h) Flight rer	ed outlet door is ted in fixed position of trees open, ed ram air inlet door is normally, eair conditioning pack is normally, systems operate, remains at or below at eperformance ents are applied, and mains within 60 minutes g at a suitable airport. If be inoperative ed outlet door actuator vated, ed outlet door opens es freely, ed ram air inlet door in normally, eair conditioning pack is normally, systems operate	

MASTER MINIMUM EQUIPMENT LIST AIRCRAFT: Boeing 787 MEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. 21. AIR CONDITIONING Sequence No. Item 1 2 3 4	U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MAGTE		ОТ
AIRCRAFT: Boeing 787 REVISION NO. 15 DATE: 12/15/2017 PAGE NO. 21-43	FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LI	SI
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Ber -52-12 Ram Air Fan -52-12 Ram Air Fan C 1 0 (M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan motor controller operates normally, c) Right air conditioning pack operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS at section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to								
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 21. AIR CONDITIONING Sequence No. Item 1 2 3 4 Change Bar Sequence No. Item -52-12 Ram Air Fan -52-12 Ram Air Fan C 1 0 (M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan motor controller operates normally, c) Right air conditioning pack operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, n) APU operates normally, and n) Ground operations are limited to			ММ	EL T	ABL	E KEY		
21. AIR CONDITIONING Sequence No. Item	SEQUENCE	ITEM	_	REP/	AIR O	CATEGORY BER INSTALLI NUMBER REQ	UIRED FOR DISPATCH	
-52-12 Ram Air Fan -52-12-01 Left Ram Air Fan C 1 0 (M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan operates normally, c) Right ram air fan motor controller operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to	21. AIR CON	DITIONING					01(2/(02) 1101(0	
-52-12 Ram Air Fan C 1 0 (M)(O) May be inoperative provided: a) Left ram air fan is deactivated, b) Right ram air fan operates normally, c) Right ram air fan motor controller operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, g) R2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, m) APU operates normally, and n) Ground operations are limited to			1	2	3	4	C	
a) Left ram air fan is deactivated, b) Right ram air fan operates normally, c) Right ram air fan motor controller operates normally, d) Right air conditioning pack operates normally, e) Right cabin air compressors operate normally, f) L2 VFSG operates normally, g) R2 VFSG operates normally, h) R1 CMSC operates normally, i) R2 CMSC operates normally, j) Center hydraulic pump C2 operates normally, k) Left PECS aft section operates normally, l) Left PECS temperature sensor operates normally, m) APU operates normally, and n) Ground operations are limited to	-52-12	Ram Air Fan						
			C	1	0	a) Left ra b) Right I norma c) Right I operat d) Right a operat e) Right a operat f) L2 VF g) R2 VF h) R1 CM i) R2 CM j) Center operat k) Left PI norma l) Left PI operat m) APU o n) Groun	am air fan is deactivated, ram air fan operates ally, ram air fan motor controller des normally, air conditioning pack des normally, cabin air compressors de normally, and so operates normally, and so operates normally, and so operates normally, ar hydraulic pump C2 des normally, and so operates normally, and doperations are limited to	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
	<u>VIATION ADMINISTRATIO</u>						
AIRCRAFT:		RE\			O. 15	PAGE NO.	
	Boeing 787		DAT	E: 12	2/15/2017	21-44	
		MM	EL T	ABL	E KEY		
CVCTEM 0		1. F	REP/	AIR (CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1	MUN	BER INSTALLI	ED	
NO.	I I LIVI			3.1		UIRED FOR DISPATCH	
110.					4. REMARKS	OR EXCEPTIONS	
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Change Bar
-52-12	Ram Air Fan (Cont'd)						
-52-12-02	Right Ram Air Fan	C	1	0	a) Right I b) Left ra norma c) Left ra operat d) Left ai operat e) Left ca operat f) L1 VF g) R1 VF h) L1 CV i) L2 CV j) Cente operat k) Right I norma l) Right I operat m) APU o n) Groun	m air fan motor controller res normally, r conditioning pack res normally, abin air compressors re normally, SG operates normally, ISC operates normally, ISC operates normally, ISC operates normally, r hydraulic pump C1 res normally, PECS aft section operates	

	VIATION ADMINISTRATIO					
AIRCRAFT:	Boeing 787	RE\			NO. 15 PAGE NO. 12/15/2017 21-45	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO. 21. AIR CON	ITEM	_	REP/	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
-52-12	Ram Air Fan (Cont'd)		_			Bar
-52-12-04	Left Ram Air Fan Motor Controller Right Ram Air Fan Motor Controller	С	1	0	May be inoperative provided: a) Right ram air fan operates normally, b) Right ram air fan motor controller operates normally, c) L2 cabin air compressor CMSC operates normally, d) L2 VFSG operates normally, e) R2 VFSG operates normally, and f) Left ram inlet door or ram air exit door operates normally. May be inoperative provided: a) Left ram air fan operates normally, b) Left ram air fan motor controller operates normally, c) R2 cabin air compressor CMSC operates normally,	
-52-12-05	Ram Air Fan Primary Control				 d) L1 VFSG operates normally, e) R1 VFSG operates normally, and f) Right ram inlet door or ram air exit door operates normally. 	
-52-12-05-01	787-8	С	2	1		
-52-12-05-02	787-9/-10	С	3	1		ı
-52-12-06	Ram Air Fan Backup Control					ı
-52-12-06-01	787-8	С	2	0	May be inoperative provided air conditioning packs operate normally.	
-52-12-06-02	787-9/-10	С	3	0	May be inoperative provided air conditioning packs operate normally.	I

	TMENT OF TRANSPORT		-		MASTER MINIMUM EQUIPMENT	LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 15 PAGE NO.	
7411010411.	Boeing 787	'_			2/15/2017 21-46	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON	IDITIONING			<u> </u>	4. KEMAKKO OK EXCELLIONO	
Sequence No.	Item	1	2	3	4	Change Bar
-52-13	Pack Bay Overheat Detection System (ODS)					
-52-13-01	Pack Bay Overheat Detection Channels	С	2	1		
-52-13-02	Loops	С	4	2	ODS loops associated with one air conditioning pack may be inoperative provided pack is considered inoperative.	
-52-14	Mix Manifold Temperature Sensors (787-10)	С	2	0	May be inoperative provided both pack outlet temperature sensor systems operate normally.	
-53-01	Integrated Cooling System (ICS)					
-53-01-01	Recirculation Cooling Air System	С	1	0		
-53-01-02	Individual Components					
-53-01-02A		С	-	0	(M) Integrated cooling system may be inoperative deactivated.	
-53-01-02B		С	-	0	(M) Individual components may be inoperative provided leaking components are isolated.	
					NOTE: Any portion of system that operates normally may be used.	
-53-02	Integrated Cooling System (ICS) Pressure Control/Temperature Sensing System (787-9/-10)	С	1	0		I

AIRCRAFT:	VIATION ADMINISTRATI				O. 15	PAGE NO.	
	Boeing 787		DAI	E: 1	2/15/2017	21-47	
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED UIRED FOR DISPATCH OR EXCEPTIONS	
21. AIR CON	IDITIONING						Lohama
Sequence No.	Item	1	2	3	4		Chang Bar
-53-03	Integrated Cooling System (ICS) Recirculation Valves (787-9/-10)						1
-53-03-01	Upper Recirculation Valve	С	1	0	a) Valve position b) Air con norma c) At lease compre and d) At lease	nditioning packs operate	
-53-03-02	Lower Recirculation Valve	C	1	0	a) Valve position b) Air con norma c) At lease compre and d) At lease	nditioning packs operate	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			LICT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIO I
AIRCRAFT:	5	RE			O. 15 PAGE NO.	
	Boeing 787				2/15/2017 21-48	
		_			.E KEY Category	
SYSTEM &	17514	'- '			BER INSTALLED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQUIRED FOR DISPATCH	
W 578 57 57	IDITIONING				4. REMARKS OR EXCEPTIONS	
21. AIR CON Sequence No.	Item	1	2	3	4	Change
-53-04	Integrated Cooling	C	1	0	(M) May be inoperative deactivated in	Bar
00 04	System (ICS) Galley Bypass Valve (787-9/-10)		•		closed position.	I
-54-01 ***	Forward Cargo Air Conditioning (FCAC) System (787-8/-9)	D	1	0	(M) May be inoperative deactivated.	1
-54-01-01	Liquid Cooling System	D	1	0	(M) May be dispatched with CARGO A/C FWD LEAK fault provided FCAC is deactivated.	
-54-01-02	OFF Light	D	1	0		
-54-02 ***	Forward Cargo Air Conditioning (FCAC) Boost Fan (787-8/-9)	С	1	0	 (M) May be inoperative provided: a) FCAC boost fan is deactivated, b) Forward cargo electric heater is deactivated, and c) FCAC remains OFF. 	I
-54-03 ***	Forward Cargo Air Conditioning (FCAC) Bypass Valve (787-8/-9)					I
-54-03A		D	1	0	(M) May be inoperative provided bypass valve is deactivated open.	
-54-03B		D	1	0	May be inoperative provided FCAC remains OFF.	

	VIATION ADMINISTRATION		// С//	1116	IO. 15 PAGE NO.	
AIRCRAFT:	Boeing 787	KE		_	2/15/2017 PAGE NO. 21-49	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP	AIR (CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.	11 EW			3. I	NUMBER REQUIRED FOR DISPATCH	
04 AID 001	IDITIONING				4. REMARKS OR EXCEPTIONS	
21. AIR CON	T	Τ.	<u> </u>		Ι.	Chang
Sequence No.	Item	1	2	3	4	Bar
-54-04 ***	Forward Cargo Air Conditioning (FCAC) Compressor Systems (787-8/-9)	D	2	1		I
-54-05	Item Moved				Dispatch relief for this equipment moved to item 21-54-01, Forward Cargo Air Conditioning (FCAC) System (787-8/-9).	
-54-06 ***	Forward Cargo Air Conditioning (FCAC) Supply Valve (787-10)	С	1	0	(M)(O) May be inoperative provided:a) Valve is deactivated closed, andb) Forward cargo heat diverter valve is deactivated closed.	
-61-01	Flight Deck Zone Trim Valves	С	2	1	 (M) One may be inoperative provided: a) Valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport. 	
-61-02	Flight Deck Zone Duct Temperature Sensor Systems	С	2	1	 (M) One may be inoperative provided: a) Associated flight deck trim zone valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, c) Opposite flight deck zone trim valve operates normally, and d) Flight remains within 60 minutes of landing at a suitable airport. 	
-61-03	Flight Deck Zone Air Temperature Sensor System	С	1	0	 (M) May be inoperative provided: a) At least one air conditioning pack operates normally, b) Trim air pressure regulator valve associated with operating pack operates normally, c) Flight deck zone duct temperature sensor system associated with operating pack operates normally, and d) Flight deck zone trim valve associated with operating pack operates normally. 	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO				
AIRCRAFT:	Boeing 787	RE\			IO. 15 PAGE NO. 21-50
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
21. AIR CON	IDITIONING				100000
Sequence No.	Item	1	2	3	4 Change Bar
-61-04	Cabin Zone Trim Valves	С	4	2	 (M) May be inoperative provided: a) Valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-61-05	Cabin Zone Duct Temperature Sensor Systems				
-61-05-01	Zones A1 and B1	С	2	0	(M) May be inoperative provided associated cabin zone heater is deactivated.
-61-05-02	Zones A2, B2, C, and D				
-61-05-02A		С	4	2	 (M) May be inoperative provided: a) Associated zone trim valve is deactivated closed, b) Opposite trim air pressure regulator valve operates normally, and c) Flight remains within 60 minutes of landing at a suitable airport.
-61-05-02B		С	4	2	 May be inoperative provided: a) Opposite trim air pressure regulator valve operates normally, b) For sensor A2 or C inoperative, right trim air switch remains off, c) For sensor B2 or D inoperative, left trim air switch remains off, and d) Flight remains within 60 minutes of landing at a suitable airport.

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15	PAGE NO.	
	Boeing 787				2/15/2017	21-51	
					E KEY CATEGORY		
SYSTEM & SEQUENCE NO.	ITEM	1. [MUŅ	BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
21. AIR CON	IDITIONING						
Sequence No.	Item	1	2	3	4		Chang Bar
-62-01	Trim Air Pressure Regulator Valves	С	2	1	provided: a) Valve b) Oppos valve c) Flight	nay be inoperative is deactivated closed, site flight deck zone trim operates normally, and remains within 60 minutes ding at a suitable airport.	
-62-01-01	TRIM AIR Switch FAULT Lights	С	2	0			
-62-01-02	TRIM AIR Switch ON Lights	С	2	0			
-62-02	Trim Air Pressure Sensor Systems	С	2	0			
-62-03	Item Moved					of for this equipment moved -01, Trim Air Pressure lves.	
-71-01 ***	Flight Deck Humidification System	D	1	0		operative provided water s deactivated closed.	
-71-01-01	HUMID Switch ON Light	D	1	0			
-71-02 ***	Overhead Flightcrew Rest (OFCR) Humidification System	D	1	0		operative provided water s deactivated closed.	

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO. 21-52	
	Boeing 787	BABA				
SYSTEM &	ITEM		REP/	AIR (E KEY CATEGORY BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
21. AIR CON		ı	ı			Char
Sequence No.	Item	1	2	3	4	Ва
-71-03 ***	Overhead Flight Attendant Rest (OFAR) Humidification System	D	1	0	(M) May be inoperative provided water supply valve is deactivated closed.	
-72-01	Zonal Dryer Systems	С	2	0	(M) May be inoperative deactivated.	
-73-01	Ozone Converters	С	2	-	As required by 14 CFR.	
-81-01	Power Electronics Cooling System (PECS) Aft Section	С	2	1	 (M) One may be inoperative provided: a) Leak is verified to be in aft section of the loop, b) Associated isolation valve is deactivated closed, c) Associated fluid level is verified to be adequate, and d) Associated ram air fan operates normally. 	
-81-02	Power Electronics Cooling System (PECS) Fluid Level Sensor Systems	C	2	1	 (M) One may be inoperative provided: a) Associated PECS loop fluid level is verified to be within limits every 5 flight days, b) Associated PECS liquid ICS/SCU supply pressure sensor operates normally, and c) Associated PECS liquid cooling temperature sensor operates normally. 	

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 15	PAGE NO.				
	Boeing 787		DAT	E: 1	2/15/2017	21-53				
					E KEY					
SYSTEM &		1. 1		EPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2.1							
NO.				NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
21. AIR CON	IDITIONING		<u> </u>			J OK EXCEL HONO				
Sequence No.	Item	1	2	3	4		Change			
-81-03	Power Electronics	С	2	1	(M) One may	be inoperative deactivated	Dui			
0.00	Cooling System (PECS) Liquid ICS/SCU Supply Shutoff Valve		_	-	open.	so moporativo dodotivatou				
-81-04	Power Electronics Cooling System (PECS) Liquid ICS/SCU Supply Pressure Sensor Systems	С	2	1		inoperative provided ECS fluid level sensor ates normally.				
-81-05	Power Electronics Cooling System (PECS) Pumps	С	4	3	(M) One may deactivated.	be inoperative				
-81-06	Power Electronics Cooling System (PECS) Temperature Control Systems									
-81-06-01	Liquid Cooling Temperature Control Valves	С	2	1		be inoperative provided emperature control valve is open.				
-81-06-02	Liquid Cooling Temperature Sensors	С	2	1	` '	be inoperative provided emperature control valve is open.				
-81-07	Power Electronics Cooling System (PECS) Liquid Pump Filter	С	2	0						

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 14	PAGE NO.	
7.11.01.01.11.	Boeing 787				8/10/2017	22-1	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
22. AUTOFL		T 4		Ι.	T.		Chang
Sequence No.	Item	1	2	3	4	2 (1 1 2)	Bar
-11-01	Autoflight Function Autopilot Backdrive Actuator Systems	С	1	0	AUTOFLIGHT provided A/P	lispatched with T FUNCTION faults DISENGAGE bar is erate normally.	
-11-02A		С	3	2	provided: a) Associon deaction b) Autopindica	nay be inoperative siated backdrive actuator is ivated, and ilot disconnect warning tions are verified to operate ally before each departure.	
-11-02B		В	3	0	a) Assoc deacti b) Autop indica	noperative provided: ciated backdrive actuator is ivated, and ilot disconnect warning tions are verified to operate ally before each departure.	
-11-03	Flight Director Systems	С	2	0	May be inope do not require	erative provided procedures e their use.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		MASTER MINIMUM EQUIPMENT LI	IST
	VIATION ADMINISTRATIO					
AIRCRAFT:	Boeing 787	RE\			NO. 14 PAGE NO. 22-2	
		ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH	
22. AUTOFL	CUT				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Change
-11-04	Mode Control Panel Windows	•				Bar
-11-04-01	Airspeed (IAS - MACH)	С	1	0		
-11-04-02	Heading (HDG - TRK)	С	1	0		
-11-04-03	Vertical Speed (V/S - FPA)	С	1	0		
-11-04-04	Altitude (ALTITUDE)	С	1	0		
-11-04-05	Uplink (UL) Windows					
-11-04-05A		С	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-04-05B		D	3	0	May be inoperative provided procedures do not require their use.	
-11-04-06	Window Lighting	В	1	0	May be inoperative provided MCP uplink (UL) windows are considered inoperative.	
-11-05	Mode Control Panel Selectors					
-11-05-01	V/S - FPA Selector (DOWN, UP)	С	1	0		
-11-05-02	BANK LIMIT Selector (AUTO, 5, 10, 15, 20, 25, 30)	С	1	0		
-11-05-03	Altitude Increment Selector (AUTO, 1000)	С	1	0		
-11-05-04	Selector Push Functions				May be inoperative provided AUTO position operates normally.	
-11-05-04-01	IAS – MACH	С	1	0		
-11-05-04-02	HDG - TRK SEL	С	1	0		
-11-05-04-03	ALTITUDE	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATI		\ <u> S</u> (N NC	O. 14 PAGE NO.	
71111011711 1.	Boeing 787	'\'_			8/10/2017 22-3	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
27 5 32 37 37 3	IOUT				4. REMARKS OR EXCEPTIONS	
22. AUTOFL Sequence No.	Item	1	2	3	4	Chan
-11-06	Mode Control Panel Switches	•	2	3	-	Ba
-11-06-01	A/P Engage Switches					
-11-06-01A		С	2	1		
-11-06-01B		В	2	0	May be inoperative provided: a) Approach minimums do not require use of the autopilots, b) Number of flight segments and segment duration is acceptable to flightcrew, and c) Enroute operations do not require use of the autopilots.	
-11-06-02	Autothrottle Arm Switches (A/T ARM L, R)					
-11-06-02A		С	2	1	 (M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, and c) Both thrust levers are manually set for takeoff and go-around thrust. 	
-11-06-02B		C	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require autothrottle use, and c) Flight remains within 180 minutes of landing at a suitable airport.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 14 PAGE NO.
/ III OIV II I	Boeing 787	'\'_			8/10/2017 22-4
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE	ITEM	1. F	$\overline{}$	NUM	DATEGORY BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
22. AUTOFL	IGHT				4. NEWATING ON EXCELLIONS
Sequence No.	Item	1	2	3	4 Change Bar
-11-06	Mode Control Panel Switches (Cont'd)				
-11-06-02	Autothrottle Arm Switches (A/T ARM L, R) (Cont'd)				
-11-06-03	A/T Engage Switch	С	1	0	 May be inoperative provided: a) Approach minimums do not require autothrottle use, b) EEC normal mode operates normally, and c) Flight remains within 180 minutes of landing at a suitable airport.
-11-06-04	F/D Switches	С	2	0	May be inoperative provided procedures do not require flight director use.
-11-06-05	IAS - MACH Reference Switch	С	1	0	May be inoperative provided IAS is displayed in associated window.
-11-06-06	HDG - TRK Reference Switch	С	1	0	May be inoperative provided HDG is displayed in associated window.
-11-06-07	V/S - FPA Reference Switch	С	1	0	
-11-06-08	APP Switch	С	1	0	May be inoperative provided approach minimums do not require use of autopilot or flight director.
-11-06-09	CLB CON, LNAV, VNAV, FLCH, VS/FPA, Heading/Track HOLD, Altitude HOLD, and LOC/FAC Switches	С	8	0	May be inoperative provided enroute operations do not require their use.
-11-06-10	Arm/Engage Lights	С	11	0	May be inoperative provided the associated mode indications on both PFDs operate normally.
					(Continued)

FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		// © /	א ואר	IO. 14 PAGE NO.	
AINONAE I.	Boeing 787	INE			8/10/2017 PAGE NO. 22-5	
	-	ММ	EL T	ABL	E KEY	
SYSTEM &		1. F	REP/	AIR (CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.	II LIVI				NUMBER REQUIRED FOR DISPATCH	
OO AUTOFI	IOUT				4. REMARKS OR EXCEPTIONS	
22. AUTOFL		1	2	3		Chang
Sequence No.	Item	1	2	3	4	Bar
-11-06	Mode Control Panel Switches (Cont'd)					
-11-06-11	Uplink (UL) XFR Switches					
-11-06-11A		С	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-11-06-11B		D	3	0	May be inoperative provided procedures do not require their use.	3
-11-07	Automatic Landing System (Autoland)	С	1	0	May be inoperative provided approach minimums do not require its use.	
-11-07-01	Triple Channel Autoland (LAND 3)	С	1	0	May be inoperative provided approach minimums do not require its use.	
-11-08	Control Wheel Autopilot Disconnect Switches					
-11-08A		С	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
-11-08B		В	2	0	May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flightcrew, and d) Enroute operations do not require use of the autopilot.	

FEDERAL A	VIATION ADMINISTRAT	ION			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRAT		VISIO	ON N	NO. 14 PAGE NO.			
	Boeing 787		DAT	E: 0	08/10/2017 22-6			
		MM	EL T	ABL	LE KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. [MBER INSTALLED			
NO.			3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
22. AUTOFL	IGHT			<u> </u>	4. REMARKS ON EXCELLIONS			
Sequence No.	Item	1	2	3	4 Chang Bar			
-11-09	Takeoff/Go-Around (TO/GA) Switches							
-11-09A		С	2	1	One may be inoperative provided approach minimums do not require its use.			
-11-09B		С	2	0	 May be inoperative provided: a) EEC normal mode operates normally, b) Both thrust levers are operated manually for takeoff and go-around, and c) Autopilot and flight director are not used below 500 feet AGL or MDA, whichever is higher. 			
-31-01	Autothrottle System	С	1	0	May be inoperative provided: a) EEC normal mode operates normally, b) Approach minimums do not require its use, and c) Flight remains within 180 minutes of landing at a suitable airport. NOTE: Any mode which operates normally may be used.			
-31-02	Autothrottle Servo Motors							
-31-02A		С	2	1	 (M)(O) One may be inoperative provided: a) Associated servo motor is deactivated, b) EEC normal mode operates normally, and c) Both thrust levers are manually set for takeoff and go-around thrust. 			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO				O. 14 PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017 22-7	
					E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3.1	4. REMARKS OR EXCEPTIONS	
22. AUTOFL	IGHT				14. NEMARKS ON EXCELLIONS	
Sequence No.	Item	1	2	3	4	Chang
-31-02	Autothrottle Servo Motors (Cont'd)					
-31-02B		С	2	0	 May be inoperative provided: a) Both servo motors are deactivated, b) EEC normal mode operates normally, c) Approach minimums do not require use of the autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport. 	
-31-03	Autothrottle Disconnect Switches					
-31-03A		С	2	1	One may be inoperative provided both A/T ARM switches operate normally.	
-31-03B		С	2	0	May be inoperative provided: a) EEC normal mode operates normally, b) Autothrottles are not armed, c) Approach minimums do not require use of autothrottles, and d) Flight remains within 180 minutes of landing at a suitable airport.	
-31-04	Takeoff Thrust Disagree Monitor	С	1	0	(O) May be dispatched with T/O THRUST DISAGREE fault.	

	VIATION ADMINISTRATION		// 0 : -	<u> </u>	10. 45	DAGE NO	
AIRCRAFT:	Boeing 787	 KE			IO. 15 2/15/2017	PAGE NO. 23-1	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
23. COMMU		1	2	١,	4		Chang
-11-01	High Frequency (HF) Communication Systems	1		3	4		Bar
-11-01A		С	2	1	conducting o LRCS provide a) Aircra opera b) SATV availa intend c) The IG (as re comm status d) Altern	be inoperative while perations that require two ed: aft SATVOICE system ates normally, OICE services are able as an LRCS over the ded route of flight, CAO flight plan is updated equired) to notify ATC of the nunications equipment of the aircraft, and nate procedures are lished and used.	
-11-01B		D	2	-	•	s of those required by be inoperative.	
-11-01-01	HF Datalink						
-11-01-01A		С	1	0		noperative provided cedures are established	
-11-01-01B		D	1	0	May be inope do not require	erative provided procedures e its use.	
-12-01	VHF Communications Systems	D	3	-	14 CFR may	s of those required by be inoperative provided left perates normally.	
-12-01-01	VHF Datalink						
-12-01-01A		С	1	0		noperative provided cedures are established	
-12-01-01B		D	1	0	May be inope	erative provided procedures	

AIRCRAFT:		N RE\	/ISIC	N NC	IO. 15 PAGE NO.				
	Boeing 787		DAT	E: 1	2/15/2017 23-2				
		_			E KEY				
SYSTEM &		1. F	. REPAIR CATEGORY 2. NUMBER INSTALLED						
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH				
NO.				4. REMARKS OR EXCEPTIONS					
23. COMMU	NICATIONS								
Sequence No.	Item	1	2	3	4	Char Ba			
-15-01 ***	Satellite Communication (SATCOM) Systems					·			
-15-01A		С	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Flight remains within 180 minutes of landing at a suitable airport. 				
-15-01B		D	1	0	May be inoperative provided procedure do not require its use.	es			
-15-01-01	SATCOM Datalink								
-15-01-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
-15-01-01B		D	1	0	May be inoperative provided procedure do not require its use.	es			
-21-01	Selective Call Function (SELCAL)								
-21-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
-21-01B		D	1	0	May be inoperative provided procedure do not require its use.	es			
-21-01-01	Channels								
-21-01-01A		С	5	0	(O) May be inoperative provided alternate procedures are established and used.				
-21-01-01B		D	5	0	May be inoperative provided procedure do not require its use.	es			

AIRCRAFT:	VIATION ADMINISTRAT		\/ SIC)N N	O. 15 PAGE NO.	
AINONAI I.	Boeing 787				2/15/2017 23-3	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1.			CATEGORY	
SEQUENCE			2.1		BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	1
23. COMMUI	NICATIONS				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-24-01	Tuning and Control	С	3	2	One may be inoperative provided:	Баг
2.0.	Panels (TCP)			_	a) Left tuning and control panel	
					operates normally, and	
					b) Inoperative tuning and control	
					panel remains OFF.	
-24-01-01	Left TCP Backup	С	1	0		
	Navigation Function					
-24-01-02	Switch Lights, Key	С	105	0		
	Lights, OFF Lights			•		
04.00	-					
-24-02	Emergency Locator Transmitter (ELT)					
	(Fixed)					
	(*)					
-24-02A		Α	1	0	(M) May be inoperative provided:	
					a) System is deactivated, andb) Repairs are made within	
					90 calendar-days.	
04.000				•	.	
-24-02B		Α	1	0	May be missing provided repairs are made within 90 calendar-days.	
					made within 90 calendar-days.	
-24-02C		D	1	0	(M) Any in excess of those required b	y
					14 CFR may be inoperative provided	
					system is deactivated.	
-24-02D		D	1	0	Any in excess of those required by	
					14 CFR may be missing.	
					1	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		LOT		
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	R MINIMUM EQUIPMENT L	101		
AIRCRAFT:	D : 707	RE'			IO. 15	PAGE NO.			
	Boeing 787				2/15/2017	23-4			
		_			.E KEY CATEGORY				
SYSTEM &		1. [BER INSTALL	FD			
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH							
NO.			4. REMARKS OR EXCEPTIONS						
23. COMMUI	NICATIONS			•					
Sequence No.	Item	1	2	3	4		Change Bar		
-27-01	Communication Management System (Datalink)								
-27-01A		С	2	1					
-27-01B		С	2	0	a) Alterna establi b) Flight 180 m	operative provided: ate procedures are ished and used, and remains within inutes of landing at a le airport.			
-27-01C		D	2	0	May be inoped do not require	rative provided procedures its use.			
-27-01-01	ACPT/CANC/RJCT Switch Lights	С	6	0					
-41-01	Service Interphone System								
-41-01-01	Nose Gear Jack								
-41-01-01A		С	1	0	ground/ground may be inope a) Nose of operat b) Alterna	terphone flight deck to d to flight deck function rative provided: gear flight interphone jack es normally, and ate procedures are ished and used.			
-41-01-01B		В	1	0		operative provided edures are established			
-41-01-02	Left Main Gear Jack	D	1	0	May be inoped do not require	rative provided procedures its use.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT	LIST			
AIRCRAFT:					O. 15 PAGE NO.				
	Boeing 787				2/15/2017 23-5				
#1490-000-000-00-000-00000000000000000000			IEL TABLE KEY REPAIR CATEGORY						
SYSTEM & SEQUENCE	ITEM				BER INSTALLED				
NO.	I I LIVI	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
23. COMMUI	NICATIONS		<u> </u>		4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Change Bar			
-51-01	Audio Control Panels (ACP)								
-51-01-01	First Officer's Audio Control Panel	С	1	0	(O) First officer's audio control panel may be inoperative provided first observer's audio control panel operates normally.	 			
					NOTE: Any function that operates normally may be used.				
-51-01-02	First Observer's Audio Control Panel	Α	1	0	May be inoperative provided: a) First Officer's audio control panel operates normally, and b) Repairs are made within 2 flight days.	 			
					NOTE: Any function that operates normally may be used.				
-51-01-03	Network Channels					I			
-51-01-03A	Captain and First Officer	С	4	2	One may be inoperative for each audio control panel.	1			
-51-01-03B	First Observer	D	2	1	One may be inoperative.	1			
-51-01-04	MIC/CALL Lights					I			
-51-01-04A	Captain and First Officer	С	36	0		I			
-51-01-04B	First Observer	D	18	0		1			
-51-01-05	Receiver Lights					1			
-51-01-05A	Captain and First Officer	С	26	0	May be inoperative provided procedures do not require its use.				
-51-01-05B	First Observer	D	13	0	One may be inoperative	1			

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO.	
	Boeing 787				2/15/2017 23-6	
					LE KEY Category	
SYSTEM &		1. 1			BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
23. COMMUI	NICATIONS		<u> </u>	<u> </u>	4. REMARKS ON EXCENTIONS	
Sequence No.	Item	1	2	3	4	Change
-51-02 ***	Flight Deck Hand Microphones					
-51-02A		С	-	0	May be inoperative or missing provided associated boom microphone operates normally.	
-51-02B		D	-	0	Any in excess of those required by regulation may be inoperative.	
-51-03	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-51-03-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
-51-03-02	Headset Earphones/Headphones	С	-	1	Either captain's or first officer's earphones/headphones may be inoperative provided associated flight deck speaker system operates normally.	

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	O. 15 PAGE NO.	
	Boeing 787				2/15/2017 23-7	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-51-04	Microphone (MIC)/Interphone Switches			3		Bar
-51-04-01	Control Wheel MIC/Interphone Switches	С	2	1	 (M) One may be inoperative provided: a) Affected switch is deactivated open, and b) Associated audio control panel MIC/interphone switch operates normally. 	
-51-04-02	Flightcrew Audio Control Panel MIC/Interphone Switches	С	2	1	 (M) One may be inoperative provided: a) Affected switch is verified inoperative open, and b) Associated control wheel MIC/interphone switch operates normally. 	
-51-04-03	Glareshield MIC Switches	С	2	0	(M) May be inoperative provided the affected switch is deactivated open.	
-51-05	Flight Deck Speaker Systems	С	2	1	One may be inoperative provided: a) Associated headset earphones or headphones are installed and operate normally, b) Master warning lights operate normally, and c) Master caution lights operate normally.	i
-51-06	Audio Gateway Units	С	4	3	(O) Forward right audio gateway unit may be inoperative provided: a) Service interphone nose gear jack is considered inoperative, and b) Alternate procedures are established and used.	
-51-07	Flight Deck Analog Audio Communication	С	1	0		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VI/(TIOIV/(DIVIIIVIOTIC)(TIO		VISIO	ON N	NO. 15 PAGE NO.
	Boeing 787		DAT	E: 1	2/15/2017 23-8
		_			LE KEY
SYSTEM &		1. F	$\overline{}$		CATEGORY
SEQUENCE	ITEM		2. 1		MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
23. COMMUI	NICATIONS			<u> </u>	III (LIMA III (ICC CIX EXCEL TION)
Sequence No.	Item	1	2	3	4 Change Bar
-75-01	Flight Deck Door Visual Surveillance Systems				
-75-01-01 ***	Video Surveillance System				
-75-01-01A		A	1	0	 (O) May be inoperative and components may be missing provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.
					NOTE: Any portion of the system which operates normally may be used.
-75-01-01B		С	1	0	 (O) May be inoperative and components may be missing provided: a) Flight deck door viewing port operates normally, and b) Alternate procedures are established and used. NOTE: Any portion of the system which
					operates normally may be used.
-75-01-01C		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.
-75-01-02	Flight Deck Door Viewing Port				
-75-01-02A		A	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.
-75-01-02B		С	1	0	 (O) May be inoperative provided: a) Video surveillance system is installed and operates normally, and b) Alternate procedures are established and used.

AIRCRAFT:	Roeing 787	RE'			O. 15 2/15/2017	PAGE NO. 23-9
	Boeing 787	B 4 B 4				23-9
					E KEY CATEGORY	
SYSTEM &		1. 1			BER INSTALL	FD
EQUENCE	ITEM					UIRED FOR DISPATCH
NO.				100.00		OR EXCEPTIONS
23. COMMU	NICATIONS					
Sequence No.	Item	1	2	3	4	C
·75-02 ·**	Direct View Camera System					
75-02A		С	1	0		operative provided cedures are established
75-02B		D	1	0	May be inope do not require	erative provided procedures e its use.
93-01	Pilots' Overhead Panel Control/Communication Channels	С	22	11		communication channel ach overhead control panel erative.

US DEPAR	TMENT OF TRANSPORTA	ATIOITA	N				
			•		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	N NC	IO. 15 PAGE NO.		
7411010111	Boeing 787				2/15/2017 24-1		
		ММ	EL T	ABL	E KEY		
SYSTEM &	ITEM	1. F			CATEGORY IBER INSTALLED		
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH					
24. ELECTR	ICAL POWER				4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
-00-01	Electrical Synoptic Display	С	1	0			
-09-01	Primary Power Distribution System (PPDS) Channels	С	8	4	One channel in each primary power distribution panel may be inoperative.		
-11-01	Variable Frequency Starter Generator (VFSG) DRIVE DISC Switch DRIVE Lights	С	4	0			
-11-02	Variable Frequency Starter Generator (VFSG) Air/Oil Heat Exchanger Air Control Valves (RR, Except RR 1000-TEN)	С	4	0	 (M)(O) May be inoperative provided: a) Inoperative valve is locked open, and b) Appropriate performance adjustments are applied. 		
-11-03	Variable Frequency Starter Generator (VFSG) Surface Air/Oil Heat Exchanger Thermal Bypass Valves (RR 1000-TEN)	С	4	0	May be inoperative provided takeoffs are limited to OAT 39 degrees C or below.		

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 15 PAGE NO.	
	Boeing 787				12/15/2017 24-2	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	ICAL POWER	1	2	3	4	Chang
-15-01	Common Motor Start Controller (CMSC)	'		3	7	Bar
-15-01-01	Main Engine Start/Cabin Air Compressor	С	4	3	 (M)(O) One may be inoperative provided: a) Inoperative CMSC is deactivated, b) Associated VFSG starter system is considered inoperative, c) Associated cabin air compressor is considered inoperative, and d) For CMSC L1 inoperative, left ASG starter is considered inoperative. 	
-15-01-02	Center Hydraulic System	С	2	1	One may be inoperative provided associated center hydraulic system electric motor-driven pump is considered inoperative.	
-21-01	Variable Frequency Starter Generator (VFSG) Electronic Chip Detector Systems	С	4	0		

U.S. DEPAR	TMENT OF TRANSPORTA	IOITA	V		MACTE			
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	ER MINIMUM EQUIPMENT LIS		
AIRCRAFT:					IO. 15	PAGE NO.		
	Boeing 787		DATE: 12/15/2017 24-3					
		_			E KEY			
SYSTEM &		1. F			CATEGORY	ED		
SEQUENCE	ITEM		2.1		BER INSTALL	UIRED FOR DISPATCH		
NO.				0. 1		S OR EXCEPTIONS		
24. ELECTR	ICAL POWER				'			
Sequence No.	Item	1	2	3	4	Ch:		
-22-01	Variable Frequency Starter Generator (VFSG) Systems							
-22-01-01	RR Package B Without Modification 72-H666 Installed	A	4	3	provided: a) Inoperiod discortion b) Both A (ASG) c) Left A operated APU & normaled APU & norma	rative VFSG is nected, APU starter generator) systems operate normally, PU generator control unit tes normally, cattery operates normally, cattery charger operates ally, ciated engine is not started a ground at OAT above grees C unless remaining a oil temperature is at or a 80 degrees C, as started before departure perated continuously ghout the flight, 2 or R2 VFSG inoperative, lauled flight time does not a 6 hours, 2 or R2 VFSG inoperative, ciated engine oil quantity is and to be 18 quarts or the each departure, are before each departure, are before each departure, are mains within an inutes of landing at a sole airport, and are are made within at days.		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:					IO. 15	PAGE NO.
	Boeing 787				2/15/2017	24-4
		_			.E KEY CATEGORY	
SYSTEM &	ITEM.	1.1			BER INSTALL	ED
SEQUENCE NO.	ITEM			3.1		UIRED FOR DISPATCH
2009000	10.41 DOWED	4. REMARKS	S OR EXCEPTIONS			
	ICAL POWER	1 4			T.	Change
Sequence No.	Item	1	2	3	4	Bar
-22-01	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)					
-22-01-02	All RR Except Package B Without Modification 72-H666 Installed	A	4	3	provided: a) Inoper discor b) Both A (ASG) c) Left A operated APU to normal fly Associon the 45 deg VFSG below g) APU is and of through h) Flight 180 m suitab i) Repair 3 fligh	rative VFSG is nected, APU starter generator) systems operate normally, PU generator control unit tes normally, cattery operates normally, cattery charger operates ally, cated engine is not started ground at OAT above grees C unless remaining oil temperature is at or 80 degrees C, s started before departure perated continuously ghout the flight, remains within ninutes of landing at a ble airport, and ars are made within at days.
					(Continued)	

MASTER MINIMUM EQUIPMEN FEDERAL AVIATION ADMINISTRATION AIRCRAFT: Boeing 787 REVISION NO. 15 DATE: 12/15/2017 PAGE NO. MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	T LIST
AIRCRAFT: Boeing 787 Boeing 787 MMEL TABLE KEY SYSTEM & SEQUENCE NO. NO. REVISION NO. 15 PAGE NO. 24-5 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SYSTEM & SEQUENCE NO. ITEM TIEM TO THE TOTAL THE	
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SYSTEM & SEQUENCE ITEM NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
NO. 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
4. REMARKS OR EXCEPTIONS	
24. ELECTRICAL POWER	Change
Sequence No. Item 1 2 3 4	Bar
-22-01 Variable Frequency Starter Generator (VFSG) Systems (Cont'd)	
-22-01-03 GE A A A A A A A A A A A A A	
(Continued)	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 15	PAGE NO.	
7111011711 1.	Boeing 787	'_			2/15/2017		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
	CAL POWER	1	2	3	4		Change
Sequence No.	Variable Frequency Starter Generator (VFSG) Systems (Cont'd)	<u>'</u>	2	3	4		Bar
-22-01-04	Starter Systems						
-22-01-04-01	RR						
-22-01-04-01A		С	4	2	be inoperative	ystem on each engine may e provided associated started on the ground at 5 degrees C.	
-22-01-04-01B		С	4	2	may be inope engine is not OAT above 4 remaining sta	er system on each engine erative provided associated started on the ground at 5 degrees C unless arter VFSG oil temperature 80 degrees C.	
-22-01-04-02	GE	С	4	2	One starter sy	ystem on each engine may e.	
-22-01-05	GEN CTRL Switch OFF Lights	С	4	0			
-22-01-06	GEN CTRL Switch ON Lights	С	4	0			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT I	LIST
AIRCRAFT:					IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	24-7	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE NO.	ITEM		,			UIRED FOR DISPATCH	
NO.				5,000	4. REMARKS	OR EXCEPTIONS	
	ICAL POWER	1					Channa
Sequence No.	Item	1	2	3	4		Change Bar
-22-02	APU Starter Generator (ASG) Systems						
-22-02-01		С	2	0	provided: a) APU is b) Left A c) VFSG and d) Flight 180 m	nay be inoperative s not used, GCU operates normally, systems operate normally, remains within inutes of landing at a le airport.	ſ
-22-02-02	Left ASG Generator	С	1	0	a) Left A b) APU b c) APU S d) Right norma e) Right norma f) VFSG and g) Flight 180 m	ASG starter operates	
-22-02-03	Left ASG Starter	С	1	0	a) APU b b) APU s c) Right norma	erative provided: coattery operates normally, SPU operates normally, ASG generator operates ally, and ASG starter operates ally.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATION	_	VISIC	N NC	IO. 15 PAGE NO.	
7.11.01.01.11.	Boeing 787				2/15/2017 24-8	
					E KEY	
SYSTEM & SEQUENCE	ITEM	1. F		MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				J. 1	4. REMARKS OR EXCEPTIONS	
24. ELECTR	ICAL POWER		'	'		
Sequence No.	Item	1	2	3	4	Chan Ba
-22-02	APU Starter Generator (ASG) Systems (Cont'd)					
-22-02-04	Right ASG Generator	С	1	0	 (M)(O) May be inoperative provided: a) Right ASG starter is deactivated, b) Left AGCU operates normally, c) Left ASG generator operates normally, d) Left ASG starter operates normally, e) VFSG systems operate normally, and f) Flight remains within 180 minutes of landing at a suitable airport. 	
-22-02-05	Right ASG Starter	С	1	0	May be inoperative provided: a) Left AGCU operates normally, b) Left ASG generator operates normally, and c) Left ASG starter operates normally.	
-22-02-06	APU GEN Switch OFF Lights	С	2	0		
-22-02-07	APU GEN Switch ON Lights	С	2	0		

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	7010	O. 15 PAGE NO.	
AIRCRAFT.	Boeing 787	KEY			2/15/2017 PAGE NO. 24-9	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	1
Sequence No.	ICAL POWER	1	2	3	4	Change
-22-03	APU Generator Control Units (AGCU)					Bar
-22-03-01	Left AGCU	С	1	0	 (M)(O) May be inoperative provided: a) Left AGCU is deactivated, b) APU operates normally, c) APU battery operates normally, d) APU SPU operates normally, e) Right ASG generator operates normally, f) Right ASG starter operates normally, g) VFSG systems operate normal and h) Flight remains within 180 minutes of landing at a suitable airport. 	
-25-01	Galley Autotransformer Unit (GATU)	С	1	0	(M) May be inoperative deactivated.	
-28-01	Item Moved				Dispatch relief for this equipment mov to item 24-22-01, Variable Frequency Starter Generator (VFSG) Systems.	ed
-28-02	Item Moved				Dispatch relief for this equipment mov to item 24-22-02, APU Starter Genera (ASG) Systems.	
-28-03	IFE/PASS SEATS Switch Lights					
-28-03-01	OFF Light	С	1	0		
-28-03-02	ON Light	С	1	0		
-28-04	CABIN/UTILITY Switch Lights					
-28-04-01	OFF Light	С	1	0		
	ON Light	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATION		VISIO	ON N	NO. 15 PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017 24-10	
					LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
24. ELECTR	ICAL POWER					
Sequence No.	Item	1	2	3	4	Chang Bar
-31-01	APU Battery	С	1	0	 (M)(O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport. 	
-31-02	APU Start Power Unit (SPU)					
-31-02A		С	1	0	May be inoperative provided: a) APU operates normally, b) APU battery operates normally, c) Left AGCU operates normally, d) Left ASG generator operates normally, e) Left ASG starter operates normally, and f) Right ASG system operates normally.	
-31-02B		С	1	0	 (O) May be inoperative provided: a) APU is not used, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport. 	

SYSTEM & SEQUENCE NO.	Boeing 787	RE			IO. 15 PAGE NO.	
SYSTEM & SEQUENCE		L		□. L	2/15/2017 24-11	
SEQUENCE		MM	EL T	ABL	E KEY	
24. ELECTRI	ITEM		REP/	AIR O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	Item	1	2	3	4	Change
-31-03	APU Battery Charger	•	_			Bar
-31-03A -31-03B	Ar o Ballery Charger	С	1	0	 (M) May be inoperative provided: a) APU battery charger is deactivated, b) APU battery voltage is verified to be sufficient for APU start before each departure, c) APU operates normally, d) One ASG starter operates normally, e) Left ASG generator operates normally, and f) Right ASG generator operates normally. (M)(O) May be inoperative provided: a) APU battery charger is deactivated, b) APU is not used, c) Left AGCU operates normally, d) VFSG systems operate normally and e) Flight remains within 	
-31-04	Main BATTERY Switch Lights				180 minutes of landing at a suitable airport.	
-31-04-01	OFF Light	С	1	0		
-31-04-02	ON Light	С	1	0		
-38-01	Main and APU Battery Enclosure Systems					
-38-01-01	Pressure Burst Discs	С	2	0		
-38-01-02	Burst Disc Indicators	С	2	0		

	VIATION ADMINISTRATIO					5.05.116	
AIRCRAFT:	Boeing 787	RE'			O. 15 2/15/2017	PAGE NO. 24-12	
		MM	EL T	ABL	E KEY		
SYSTEM &	ITEM	1. F	$\overline{}$	MUN	CATEGORY BER INSTALLE		
NO.				3. 1		OR EXCEPTIONS	
	ICAL POWER			1	ı		Char
Sequence No.	Item	1	2	3	4		Ba
-41-01	External Power Systems	С	3	0			
-41-01-01	EXT PWR Switch AVAIL Lights (Flight Deck)	С	3	0		operative provided edures are established	
-41-01-02	EXT PWR Switch ON Lights (Flight Deck)	С	3	0		operative provided edures are established	
-41-01-03	CONNECTED Lights(External Power Panels)	С	3	0		operative provided edures are established	
-41-01-04	NOT IN USE Lights (External Power Panels)	С	3	0		operative provided edures are established	
-71-01	Remote Power Distribution Unit (RPDU) Channels						
-71-01-01	Standard RPDU Channels						
-71-01-01A		С	26	13	may be inoper	n each standard RPDU rative provided gateway els operate normally.	
-71-01-01B		В	26	22	associated wit	n each standard RPDU th an inoperative gateway el may be inoperative.	
-71-01-02	Gateway RPDU Channels	В	8	7	inoperative sta	noperative provided any andard RPDU channels d with the inoperative U channel.	
-81-01	VIP Transformer Rectifier Units (ST02491SE)	С	4	0	a) Inopera Rectifie b) Alterna	e inoperative provided: ative VIP Transformer er Unit is deactivated, and ate procedures are shed and used.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 15 PAGE NO.	
	Boeing 787				2/15/2017 25-1	
					E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY BER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATC	Н
NO.					4. REMARKS OR EXCEPTIONS	• •
25. EQUIPM	ENT/FURNISHINGS					
Sequence No.	Item	1	2	3	4	Chan Bai
-00-01 ***	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flightcrew ar included in the operator's appropriate document.	nd
40.04					NOTE: Exterior lavatory door ashtray are not considered NEF items	
-10-01 ***	Secondary Flight Deck Door (Privacy Barrier)					
-10-01A		С	1	0	(O) May be inoperative in retracted position or missing provided alternate procedures are established and used	
-10-01B		D	1	0	May be inoperative in retracted position missing provided procedures do nequire its use.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N			
EEDEDAL AV	VIATION ADMINISTRATIO	NI.			MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	NI WI GINIIINION NIOI I NA I IO		VISIO	ON N	IO. 15 PAGE NO.	
	Boeing 787				2/15/2017 25-2	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2.1		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
25. EQUIPME	ENT/FURNISHINGS			<u> </u>	4. NEMARKO GR EXCELLIONO	
Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Flightcrew Seats					
-11-01-01	Power Adjustment Systems	D	2	0	(M) May be inoperative deactivated.	
-11-01-02	Manual Adjustment System					
-11-01-02-01	Recline Systems	A	2	0	 (M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight days. 	
-11-01-02-02	Vertical Adjustments	С	2	0	May be inoperative provided associated vertical power adjustment system operates normally.	
-11-01-02-03	Armrests	В	4	0	 (M) May be inoperative provided: a) Affected armrest is stowed in the retracted position or removed, and b) Seat is acceptable to affected crewmember. 	
-11-01-02-04	Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-05	Headrests	С	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
-11-01-02-06	Seat Pan Tilt	С	2	0	 (M) May be inoperative provided: a) Associated seat pan is secured in the horizontal (untilted) position, and b) Seat is acceptable to affected crewmember. 	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		ICT
FEDERAL A	VIATION ADMINISTRATION	NC			IVIASTE	R MINIMUM EQUIPMENT L	101
AIRCRAFT:	D : 707	RE'			IO. 15	PAGE NO.	
	Boeing 787				2/15/2017	25-3	
		_			E KEY		
SYSTEM &		1.1			CATEGORY BER INSTALLI	FD	
SEQUENCE	ITEM		2. 1			UIRED FOR DISPATCH	
NO.				0000	4. REMARKS	OR EXCEPTIONS	
25. EQUIPMI	ENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4		Change Bar
-11-02	Observer Seats						
-11-02-01	First Observer Seat (Including Associated Equipment)						
-11-02-01A		A	1	0	a) A pass passer availabet the pe and	rative provided: senger seat in the nger cabin is made ole to an FAA inspector for rformance of official duties, rs are made within t days.	
-11-02-01B		A	1	0	a) Secon availak FAA in perforr and	rative provided: d observer seat is ole and acceptable to an aspector for the mance of official duties, rs are made within t days.	
-11-02-01C		A	1	0	a) First o to the perforr b) Requir equipn and life	rative provided: bserver seat is acceptable FAA inspector for the mance of official duties, red minimum safety nent (safety belt, oxygen, e vest) is available, and rs are made within t days.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	ON N	IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	25-4	
		_			E KEY		
SYSTEM &		1. F			CATEGORY BER INSTALL	FD	
SEQUENCE	ITEM					UIRED FOR DISPATCH	
NO.				311		S OR EXCEPTIONS	
25. EQUIPM	ENT/FURNISHINGS	·					
Sequence No.	Item	1	2	3	4		Chang Bar
-11-02	Observer Seats (Cont'd)						•
-11-02-01	First Observer Seat (Including Associated Equipment) (Cont'd)						
-11-02-01C (Cont'd)					provabo FAA min (saf life v insp con NOTE 2: The dete safe	ese provisos are intended to vide for occupancy of the ve seat by an a inspector when the imum safety equipment ety belt, oxygen, and vest) is functional and the pector determines the ditions to be acceptable. Pilot-in-Command will ermine if the minimum ety equipment is functional	
-11-02-02	Second Observer Seat (Including Associated Equipment)				auth obs NOTE: The F deterr equip other	che other persons norized to occupy an erver seat. Pilot-in-Command will mine if the minimum safety ment is functional for the persons authorized to by an observer seat.	
-18-01	Flotation Equipment				14 CFR may	s of those required by be inoperative or missing uired distribution is	

### MASTER MINIMUM EQUIPMENT LIST FEDERAL AVIATION ADMINISTRATION AIRCRAFT: Boeing 787 REVISION NO. 15	U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
REVISION NO. 15 DATE: 12/15/2017 PAGE NO. 25-5	FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIF	PMENT LIST
MMEL TABLE KEY SYSTEM & SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Sequence No. Item 1 2 3 4 -25-01 Flight Attendant Seat Assembly (Single or Dual Position) -25-01-01 Required Flight Attendant Seats -25-01-01 Required Flight Attendant Seats assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", c) Affected seat position or seat assembly is not occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember							
SYSTEM & SEQUENCE NO. ITEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. tem		Boeing 787					
SEQUENCE NO. TEM 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			_				
25. EQUIPMENT/FURNISHINGS Sequence No. Item 1 2 3 4 Change Base Part Assembly (Single or Dual Position) -25-01 Required Flight Attendant Seats -25-01-01A B (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, b) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", c) Affected seat position or seat assembly is not occupied, d) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember		1751	1.1				
25. EQUIPMENT/FURNISHINGS Sequence No. Item		IIEM					TCH
Sequence No. Item 1 2 3 4 Change Chan	W5586516					4. REMARKS OR EXCEPTIONS	
-25-01 Flight Attendant Seat Assembly (Single or Dual Position) -25-01-01A B (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, b) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", c) Affected seat position or seat assembly is not occupied, d) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember			I .	Ι		T.	Change
Assembly (Single or Dual Position) -25-01-01 Required Flight Attendant Seats -25-01-01A B - (M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, b) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", c) Affected seat position or seat assembly is not occupied, d) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember			1	2	3	4	
(dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, b) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", c) Affected seat position or seat assembly is not occupied, d) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember		Assembly (Single or Dual Position) Required Flight					
(Continued)	-25-01-01A		В		-	(dual position) may be inoperative provided: a) Folding type seat stows automatically or is secured retracted position, b) Passenger seat assigned attendant is placarded "FOR FLIGHT ATTENDAN USE ONLY", c) Affected seat position or sussembly is not occupied, d) Flight attendant(s) displacting inoperative seat(s) occupied either an adjacent flight attendant seat or the passion seat which is most access the inoperative seat(s), so most effectively perform assigned duties, and e) Alternate procedures are established and used as published in crewmember manuals.	d in the to flight NT eat ed by es enger ible to

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT LIS	l
AIRCRAFT:	Danis	RE'			IO. 15	PAGE NO.	
	Boeing 787				2/15/2017	25-6	
# # # # # # # # # # # # # # # # # # #					.E KEY CATEGORY		
SYSTEM & SEQUENCE	ITEM				IBER INSTALLI	ED	
NO.	I I CIVI			3. 1		UIRED FOR DISPATCH	
25 EOIIIDM	ENT/FURNISHINGS				4. REMARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Ch	ange Bar
-25-01	Flight Attendant Seat						bar
2001	Assembly (Single or Dual Position) (Cont'd)						
-25-01-01	Required Flight Attendant Seats (Cont'd)						
-25-01-01A (Cont'd)					will r	automatic folding seat that not stow automatically is sidered inoperative.	
					inop syste	eat position with an erative or missing restraint em is considered erative.	
					oper seat loca seat to ex requ	vidual operators, when rating with inoperative is, will consider the tions and combinations of its to ensure that proximity wits and distribution direments of the applicable CFRs are met.	
					asse fligh the a	ne side of a dual seat embly is inoperative and a attendant is displaced to adjacent seat, the adjacent must operate normally.	
					(Continued)		

SYSTEM & SEQUENCE ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	AIRCRAFT:		RE\	VISI	N NC	IO. 15	PAGE NO.	
SYSTEM & SEQUENCE NO. ITEM I		Boeing 787		DAT	E: 1	2/15/2017	25-7	
SYSTEM & SEQUENCE NO. 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 2. Sequence No. Item			_					
Temporary Temp	SEQUENCE	ITEM	1. F		MUN	BER INSTALL NUMBER REQ	UIRED FOR DISPATCH	
-25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) -25-01-01 Required Flight Attendant Seats (Cont'd) -25-01-01B C - 0 (M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered		ENT/FURNISHINGS		1	1		Ta.	
Assembly (Single or Dual Position) (Cont'd) -25-01-01 Required Flight Attendant Seats (Cont'd) -25-01-01B C - 0 (M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered	Sequence No.	Item	1	2	3	4		hang Bar
(Cont'd) -25-01-01B C - 0 (M)(O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered		Assembly (Single or Dual Position) (Cont'd) Required Flight						
a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, c) Folding type seat stows automatically or is secured in the retracted position, d) Affected seat position or seat assembly is not occupied, and e) Alternate procedures are established and used. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered	25.01.01B		_		0	(M)(O) May b	o inoporativo providod:	
						b) A max author non-pa operated c) Foldin autom retracted d) Affected assemme) Alternatestabl NOTE 1: An awill reconstruction of the construction	cimum of 19 persons rized by 14 CFR for assenger-carrying tions are carried, g type seat stows latically or is secured in the ted position, ed seat position or seat lably is not occupied, and late procedures are lished and used. automatic folding seat that lanot stow automatically is sidered inoperative. eat position with an lerative or missing restraint em is considered	

		TMENT OF TRANSPORTA		N		MASTE	ER MINIMUM EQUIPMENT LIST	
SYSTEM & SEQUENCE NO. TEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS -25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) 2. 3 4 6 -25-01-02 Excess Flight Attendant Seats Seats D - -		VIATION ADMINISTRATIO						
SYSTEM & SEQUENCE NO. ITEM SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 25. EQUIPMENT/FURNISHINGS Sequence No. Item 1 2 3 4 -25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) -25-01-02 Excess Flight Attendant Seats Seats C (M) May be inoperative provided: a) Folding type seat stows automatically or is secured in the retracted position, and b) Affected seat position or seat assembly is not occupied. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 2: A seat position with an emergency exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative or missing seat belt is considered		Boeing 787						
SYSTEM & SEQUENCE NO. 25. EQUIPMENT/FURNISHINGS Sequence No. Item			_					
Sequence No. Item	SEQUENCE	ITEM	1. F		MUŅ	BER INSTALL NUMBER REQ	UIRED FOR DISPATCH	
Passenger Seats D								
-25-01 Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd) -25-01-02 Excess Flight Attendant Seats -25-02 Passenger Seats -25-02 Passenger Seats -25-02 Description Passenger Seats -25-03 Description Passenger Seats -25-04 Description Passenger Seats -25-05 Description Passenger Seats -25-06 Description Passenger Seats -25-07 Description Passenger Seats -25-08 Description Passenger Seats -25-09 Description Passenger Sea			1	2	3	4	Chang Bar	
Seats a) Folding type seat stows automatically or is secured in the retracted position, and b) Affected seat position or seat assembly is not occupied. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. Passenger Seats D - May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative or missing seat belt is considered	-25-01	Assembly (Single or Dual Position)						
a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative or missing seat belt is considered	-25-01-02		С	-	-	a) Foldin autom retract b) Affects assem NOTE 1: An a will a cons	ag type seat stows natically or is secured in the ted position, and ed seat position or seat ably is not occupied. automatic folding seat that not stow automatically is sidered inoperative. eat position with an perative or missing restraint em is considered	
NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seats may include the seats behind and/or adjacent outboard seats.	-25-02	Passenger Seats	D	-	-	a) Seat of emerged b) Seat of passe main a c) Affector placar NOTE 1: A seat inop	does not block an gency exit, does not restrict any enger from access to the airplane aisle, and ed seat(s) is blocked and rded "DO NOT OCCUPY". The eat with an inoperative or sing seat belt is considered perative. The entire seats do not affect required number of flight and and or adjacent	

	TMENT OF TRANSPORT		N		MASTER MINIMUM EQUIPMENT LIST	Т
FEDERAL A	VIATION ADMINISTRATION		/101/) N I N	NO. 15 PAGE NO.	
AIRCRAFT.	Boeing 787	KE		_	12/15/2017 PAGE NO. 25-9	
	· · · · · · · · · · · · · · · · · · ·	ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH			
Net 255 (4.1)					4. REMARKS OR EXCEPTIONS	
	ENT/FURNISHINGS	1 .	1 .		Char	naa
Sequence No.	ltem Coata	1	2	3	4 Char	
-25-02	Passenger Seats (Cont'd)					
-25-02-01	Recline Mechanism					
-25-02-01A		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.	
-25-02-01B		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.	
-25-02-02	Underseat Baggage Restraining Bars	С	-	-	 (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar. 	
-25-02-03	Armrests with Recline Mechanism	D	-	-	 (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, associated seat is secured in the full upright position. 	
-25-02-04	Armrests without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.	
					(Continued)	_

US DEPAR	TMENT OF TRANSPORTA	ΑΤΙΟΙ	N				
			-		MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 15 PAGE NO.		
					2/15/2017 25-10		
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALLED		
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4 Change Bar		
-25-02	Passenger Seats (Cont'd)				1		
-25-02-05 ***	Delethalization Pads	D	-	-	May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".		
-25-02-06 ***	Seat Belt Air Bag Restraint Systems						
-25-02-06A		D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".		
-25-02-06B		D	-	-	May be inoperative provided: a) Seat belt operates normally, and b) Seat belt air bag is not required by 14 CFR.		
-28-01	Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets						
-28-01A		С	-	-	 (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no 		
					partitions are installed, the entire overhead bin is considered inoperative.		
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 15	PAGE NO.
	Boeing 787		DAT	E: 1	2/15/2017	25-11
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS
25. EQUIPME	ENT/FURNISHINGS				1	
Sequence No.	Item	1	2	3	4	Chan Ba
-28-01	Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
-28-01B		c	-	-	a) For no affecte b) For redoor is the ret position c) Affecte closet any ite perma d) Affecte closet "DO N e) Procee used to passe compa f) Passe affecte closet NOTE 1: For partifications NOTE 2: Any local compared to the passe compa for the passe affecte closet set to the partification consists of the partification of the partification compared to the partification of the partification compared to the partification of the p	the inoperative provided: con-retractable doors, and door is removed, ctractable doors, affected as removed or secured in ctracted (fully open) con, and bin, compartment, or a is not used for storage of cems except those canently affixed, and bin, compartment, or a is prominently placarded NOT USE", dures are established and ato alert crewmembers and angers of inoperative bins, cartments, or closets, and congers are briefed that and bin, compartment, or a is not to be used. I overhead bins, if no a itions are installed, the are overhead bin is a sidered inoperative. The emergency equipment atted in the associated apartment (permanently and its available for use.
					(Continued)	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N					
			-		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	SION NO. 15 PAGE NO.				
Boeing 787					2/15/2017 25-12			
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		IBER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				• •	4. REMARKS OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item	1	2	3	4 Change Bar			
-28-01	Storage Bins/ Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)							
-28-01-01	Multi Latch/Quarter Turn Lug Installations	С	-	-	One latch/lug per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartments operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.			
-28-01-02 ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.			
-28-05	VIP Interior Passenger Compartment Doors (ST02491SE)							
-28-05-01	Interior Doors (ST02491SE)	С	6	0	(M)(O) May be inoperative provided doors are secured in the TT&L position for TT&L.			
					NOTE: Any emergency equipment located in the associated compartment (permanently affixed) is made available for use.			
-28-05-02	Interior Doors – Flight Deck Indication (ST02491SE)							
-28-05-02A		С	1	0	 (M)(O) May be inoperative provided: a) Doors are secured in their TT&L position, and b) Alternate procedures are established and used. 			
-28-05-02B		D	1	0	May be inoperative provided no passengers are carried.			

AIRCRAFT:	VIATION ADMINISTRATI				O. 15 PAGE NO.				
	Boeing 787		DAT	E: 1	2/15/2017 25-13				
					E KEY				
SYSTEM &		1. REPAIR CATEGORY 2. NUMBER INSTALLED							
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH				
NO.				J. 1	4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4	Chan			
-29-01 ***	Overhead Flightcrew Rest (OFCR)								
-29-01A		С	1	0	 (M) May be inoperative provided: a) May be inoperative provided OFCR is deactivated closed, and b) Appropriate adjustments to flightcrew FDP times are applied. NOTE: This provision is not intended to 				
			_		prohibit OFCR inspections by crewmembers.				
-29-01B		D	1	0	May be inoperative provided procedures do not require its use.				
-29-01-01	Door	С	1	0	(M) May be inoperative provided associated OFCR door is removed.				
-29-01-02	Door Lock	С	1	0	 (M) May be inoperative provided: a) OFCR door is verified to open from the outside using the override feature, and b) OFCR door is verified to open and close normally from the inside. 				
-29-01-03	Seat	С	1	0	 (M) May be inoperative provided: c) Seat position or seat assembly is not occupied, and d) Folding type seat stows automatically or is secured in the retracted position. 				
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.				
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.				

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:				SION NO. 15 PAGE NO.			
	Boeing 787				12/15/2017 25-14		
		_			LE KEY CATEGORY		
SYSTEM &		1. 1			MBER INSTALLED		
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH		
NO.				50000	4. REMARKS OR EXCEPTIONS		
25. EQUIPM	ENT/FURNISHINGS			,			
Sequence No.	Item	1	2	3	4 Change Bar		
-29-01-04	Bunks	С	2	0	May be inoperative provided bunk is not occupied.		
					NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.		
-29-02 ***	Overhead Flight Attendant Rest (OFAR)						
-29-02A		С	1	0	(M) May be inoperative provided OFAR is deactivated closed.		
					NOTE: This provision is not intended to prohibit OFAR inspections by crewmembers.		
-29-02B		D	1	0	May be inoperative provided procedures do not require its use.		
-29-02-01	Door	С	1	0	(M) May be inoperative provided associated OFAR door is removed.		
-29-02-02	Door Lock	С	1	0	 (M) May be inoperative provided: a) OFAR door is verified to open from the outside using the override feature, and b) OFAR door is verified to open and close normally from the inside. 		
-29-02-03	Bunks	С	6	0	May be inoperative provided bunk is not occupied.		
					NOTE: A bunk with an inoperative or missing restraint system is considered inoperative.		

A ID C D A E T	VIATION ADMINISTRATION		// 01/	7111	0.45 DAOE NO				
AIRCRAFT: Boeing 787			REVISION NO. 15 PAGE NO. 25-15						
		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUV	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4	Bar			
-30-01	Galley/Cabin Waste Receptacles Access Door/Covers	С	•	-	 (M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight. 				
-41-01	Exterior Lavatory Ashtrays	A	-	-	50% may be inoperative or missing provided repairs are made within 10 calendar-days.				
-41-02	Lavatory Waste Container Flapper/Access Doors	С	-	-	 (M) May be inoperative provided: a) Associated waste container is empty and access is secured to prevent waste introduction into the waste container, b) Associated lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers. 				
-41-03	Deleted				ATA number reserved for future use.				
-61-01	Emergency Descent Devices (Escape Reels)	С	4	2	 (M) May be inoperative or missing provided: a) The number of flightcrew members plus observer seat occupants is limited to the number of operative escape reels installed, and b) Inoperative escape reels are removed. 				

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N					
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIS	ST		
AIRCRAFT:	WIATION ADMINISTRATIC		VISIO	ON N	ON NO. 15 PAGE NO.			
	Boeing 787		DATE: 12/15/2017 25-16					
		_			E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				0.,	4. REMARKS OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS								
Sequence No.	Item	1	2	3		hange Bar		
-63-01	Emergency Evacuation Signal System	С	1	0	(O) May be inoperative provided alternate procedures are used.			
					NOTE: Any portion of the system which operates normally may be used.			
-63-02	FASTEN SEAT BELT WHILE SEATED Signs or Placards	С	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.			
-63-03 ***	Emergency Locator Transmitter (ELT) (Survival)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.			
-64-01	Megaphones							
-64-01A		D	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.			
-64-01B		C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.			

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N						
FEDFRAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST		
AIRCRAFT:					O. 15	PAGE NO.			
	Boeing 787		DAT	E: 1	2/15/2017	25-17			
					E KEY				
SYSTEM &		1. [CATEGORY BER INSTALLI	FD			
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH			
W 500 W 500 W					4. REMARKS	OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS Change									
Sequence No.	Item	1	2	3	4		Bar		
-64-02	Flashlight Holder Assemblies (Including Flashlight)								
-64-02A		С	-	-	crewmember	rative or missing provided has a flashlight of aracteristics readily			
-64-02B		С	-	0	provided: a) No pas b) A max author non-pa operat c) Alterna	ssengers are carried, timum of 19 persons rized by 14 CFR for assenger-carrying tions are carried, and ate procedures are ished and used.			
-64-03	Emergency Medical Equipment								
-64-03-01	Automatic External Defibrillator (AED) and/or Associated Equipment								
-64-03-01A		A	-	0	inoperative pr a) AED is will ide canno service b) Repail	complete, missing, or rovided: s resealed in a manner that entify it as a unit that t be mistaken for a fully eable unit, and rs or replacements are within one flight.			
-64-03-01B		D	-	-	•	s of those required by be incomplete, missing, or			
					(Continued)				

				REVISION NO. 15 PAGE NO.					
	Boeing 787		DAT	E: 1	2/15/2017 25-18				
		_			E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1		NUM	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS									
Sequence No.	Item	1	2	3	4	Chang Bar			
-64-03	Emergency Medical Equipment (Cont'd)								
-64-03-02	Emergency Medical Kit (EMK) and/or Associated Equipment								
-64-03-02A		A	-	0	 (O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 				
-64-03-02B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.				
-64-03-03	First Aid Kit (FAK) and/or Associated Equipment								
-64-03-03A		A	-	-	 (O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 				
-64-03-03B		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.				

IIS DEDAR	TMENT OF TRANSPORTA	ATIOI	NI					
			•		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		// כור	N NC	O. 15 PAGE NO.			
AINONAI I.	Boeing 787	INL			2/15/2017 26-1			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. 1		BER INSTALLED			
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar			
-10-01	Cabin Smoke Detection System (ST02491SE)							
-10-01-01	Smoke Detectors (ST02491SE)	С	15	0	(M)(O) For each affected compartment or storage compartment, may be inoperative provided: a) Room/Compartment door is secured and prominently placarded "DO NOT USE", and b) All baggage and personal items are removed from compartment. NOTE: These provisions are not intended to prohibit unoccupied compartment inspections by crewmembers.			
-10-01-02 -11-01	Smoke Detection – Flight Deck Indication – Zone Indicator (ST02491SE) Engine Fire Detector	В	5	4	 (M)(O) May be inoperative provided: a) Aural smoke detection horn operates normally, and b) Alternate procedures are established and used. 			
	Elements							
-11-01-01	RR	С	24	12	One element in each detector assembly may be inoperative.			
-11-01-02	GE	С	20	10	One element in each detector assembly may be inoperative.			

	VIATION ADMINISTRATION		//01/	7010	O. 15 PAGE NO.				
AIRCRAFT:	Boeing 787	RE	REVISION NO. 15 PAGE NO. 26-2						
		MM	EL T	ABL	E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
26. FIRE PR	OTECTION								
Sequence No.	Item	1	2	3	4	Chang Bar			
-11-02	Main Engine Data Concentrator (MEDC) Channels					•			
-11-02-01	MEDC Channel A	A	2	1	 (M) One may be inoperative provided: a) MEDC Channel A is deactivated, b) MEDC Channel B operates normally on both engines, c) Associated engine oil quantity indicating system is considered inoperative, d) Associated hydraulic engine-driven pump supply shutoff valve is verified to operate normally, and e) Repairs are made within 3 flight days. 				
-11-02-02	MEDC Channel B	С	2	1	 (M) One may be inoperative provided: a) MEDC Channel B is deactivated, b) MEDC Channel A operates normally on both engines, and c) Associated hydraulic engine-driven pump supply shutoff valve is verified to operate normally. 				
-13-01	Lavatory Smoke Detection Systems	С	-	-	 (M)(O) For each lavatory, may be inoperative provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not 				
-13-01-01	Lavatory Call Light Smoke Detected Function	С	-	0	intended to prohibit lavatory use or inspections by crewmembers. NOTE: Attendant call and occupancy indications are considered NEF.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N					
	VIATION ADMINISTRATIC				MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	N NC	O. 15 PAGE NO.			
	Boeing 787		DAT	E: 1	2/15/2017 26-3			
		ММ	EL T	ABL	E KEY			
SYSTEM &		1. F	$\overline{}$		CATEGORY			
SEQUENCE	ITEM		2.1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				3.1	4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar			
-14-01 ***	Overhead Flight Attendant Rest (OFAR) Smoke Detection Systems	С	8	0	(M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFAR is deactivated closed. NOTE: These provisions are not intended to prohibit OFAR inspections by crewmembers.			
-14-01-01	Individual Bunk Smoke Detectors	С	6	0	 (M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used. 			
-14-01-02	Entrance Area Smoke Detectors	С	2	1	One may be inoperative provided: a) Bunk smoke detectors operate normally, and b) For entrance area curtain installed, entrance area curtain is secured open or removed.			
-14-02 ***	Overhead Flightcrew Rest (OFCR) Smoke Detection Systems	С	4	0	 (M)(O) May be inoperative provided: a) Inoperative smoke detection system is deactivated, and b) OFCR is deactivated closed. NOTE: These provisions are not intended to prohibit OFCR inspections by crewmembers. 			
-14-02-01	Individual Bunk Smoke Detectors	С	2	0	 (M)(O) May be inoperative provided: a) Associated bunk is not used and personal items are removed, and b) A conspicuous barrier strap or rope is placed across the associated bunk with a placard attached stating that the bunk is not to be used. 			
					(Continued)			

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 15 2/15/2017	PAGE NO. 26-4
	Boeing 787					20-4
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR (NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS
26. FIRE PR	OTECTION			1		la.
Sequence No.	Item	1	2	3	4	Cha B
-14-02 ***	Overhead Flightcrew Rest (OFCR) Smoke Detection Systems (Cont'd)					
-14-02-02	Entrance Area Smoke Detectors	С	2	1	a) Bunk s norma b) For er installe	inoperative provided: smoke detectors operate ally, and ntrance area curtain ed, entrance area curtain is ed open or removed.
-15-01	APU Fire Detection System					
-15-01A		С	1	0	a) APU s OFF p b) VFSG and c) Flight 180 m	erative provided: selector switch remains in cosition, is systems operate normally, remains within hinutes of landing at a le airport.
-15-01B		С	1	0	a) APU is operated by APU is by grouperated control APU is end of the first and formal approximation of the first approximation o	noperative provided: s used for ground tions only, s continuously monitored bund personnel when ting, external control system tes normally, s not used during taxi, s systems operate normally, remains within hinutes of landing at a
-15-01-01	APU Fire Detection Loops	С	2	1		·

II S DEDAD	TMENT OF TRANSPORT	٨ΤΙΟΙ	NI						
U.S. DEPAR	TWENT OF TRANSPORT	AHO	IN		MASTER MINIMUM EQUIPMENT LIST				
	VIATION ADMINISTRATION		VICIO	7N I N I	O. 15 PAGE NO.				
AIRCRAFT:	Boeing 787	KE		ON NO. 15 PAGE NO. TE: 12/15/2017 26-5					
		ММ	EL T	ABL	E KEY				
SYSTEM &		1. [CATEGORY				
SEQUENCE	ITEM	2. NUMBER INSTALLED							
NO.				NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS					
26. FIRE PRO	OTECTION				4. NEWAKKO OK EXCEL HONG				
Sequence No.	Item	1	2	3	4 Change Bar				
-16-01	Lower Cargo Compartment Smoke Detectors								
-16-01-01	787-8								
-16-01-01A		С	22	16	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.				
-16-01-01B		С	22	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or area remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.				
-16-01-02	787-9								
-16-01-02A		С	29	21	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.				
-16-01-02B		С	29	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or area remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.				
					(Continued)				

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMONIEQUIPMENT LIST			
AIRCRAFT:	Desire 707	RE'			NO. 15 PAGE NO.			
	Boeing 787				12/15/2017 26-6			
		_			LE KEY CATEGORY			
SYSTEM &		''			MBER INSTALLED			
SEQUENCE NO.	ITEM	3. NUMBER REQUIRED FOR DISPATCH						
200,580,000					4. REMARKS OR EXCEPTIONS			
26. FIRE PR	T				Change			
Sequence No.	Item	1	2	3	4 Change Bar			
-16-01	Lower Cargo Compartment Smoke Detectors (Cont'd)							
-16-01-03	787-10							
-16-01-03A		С	35	25	May be inoperative provided adjacent cargo compartment smoke detectors operate normally.			
-16-01-03B		С	35	0	(O) May be inoperative provided procedures are established and used to verify the associated compartment or area remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.			
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.			
-17-01	Wheel Well Fire Detection System	С	1	0	(O) May be inoperative provided landing gear remains extended for 10 minutes after takeoff.			
					NOTE: In case of engine failure after V ₁ , landing gear should be retracted until takeoff obstacles are cleared.			
-17-01-01	Wheel Well Fire Temperature Detectors	С	12	8	One detector per wheel axle may be inoperative provided outboard detectors operate normally.			

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	IO. 15 PAGE NO.			
_	Boeing 787		DATE: 12/15/2017 26-7					
		_			E KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4	Chang		
-18-01	Duct Leak Overheat Detection Systems	C	2	1	May be inoperative provided: a) Associated engine anti-ice control switch remains OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.	Bar		
-18-01-01	Duct Leak Overheat Detection Channels	С	4	2	One channel per engine may be inoperative.			
-21-01	Fire BTL DISCH Lights (Engine, APU, Cargo)	С	4	0				
-22-01	APU Fire Extinguishing System	С	1	0	May be inoperative provided: a) APU is not used, b) VFSG systems operate normally and c) Flight remains within 180 minutes of landing at a suitable airport.	,		
-22-02	APU Auto Discharge	С	1	0	(M) May be inoperative provided APU fire warning indicator is monitored during APU ground operations.			

U.S. DEPAR	TMENT OF TRANSPORT	IOITA	V					
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC	ON N	O. 15 PAGE NO.			
	Boeing 787		DAT	E: 1	2/15/2017 26-8			
					E KEY			
SYSTEM &		1. F			CATEGORY			
SEQUENCE	ITEM		2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH			
NO.				3. 1	4. REMARKS OR EXCEPTIONS			
26. FIRE PROTECTION								
Sequence No.	Item	1	2	3	4 Change Bar			
-23-01	Lower Cargo Compartment Fire Extinguishing Bottles	С	-	0	(O) May be inoperative provided procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.			
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.			
-23-01-01	Bottles 2A, 2B, and 2C	С	3	1	 (M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport. 			
-23-01-02 ***	Bottles 2D and 2E	С	-	0	 (M)(O) May be inoperative provided: a) Bottle is deactivated, b) Airplane is operated pressurized, and c) Total fire extinguisher bottle capability is greater than or equal to maximum time to land at a suitable airport. 			
-23-01-03	Bottle Pressure Monitors	С	-	0	(M) May be inoperative provided associated bottle is verified to be fully charged.			

TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST	
VIATION ADMINISTRATIO	N			- · -			
		VISIO	ON N	O. 15	PAGE NO.		
Boeing 787					26-9		
<u> </u>	8484		'A DI	E KEV			
	_						
ITEM							
			3.1				
				4. REMARKS	OR EXCEPTIONS		
OTECTION							
Item	1	2	3	4		Change Bar	
Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft)							
	С	2	1	provided: a) Flow v b) Proced used t cargo empty empty (ballas or fly a NOTE: Opera which inclusi which	valve is deactivated, and dures are established and o verify the associated compartment remains or contains only ballast, cargo handling equipment at may be loaded in ULDs), away kits. Itor MELs must define items are approved for on in the fly away kits and materials can be used as		
	С	2	0	procedures ar verify cargo or empty or cont cargo handlin be loaded in U NOTE: Opera which inclusi which	re established and used to ompartments remain ain only ballast, empty g equipment (ballast may JLDs), or fly away kits. Itor MELs must define items are approved for on in the fly away kits and materials can be used as		
	Boeing 787 ITEM OTECTION Item Lower Cargo Compartment Fire Extinguishing Flow Valves	Boeing 787 MM 1. F	Boeing 787 MMEL T ITEM 1. REPA 2. N OTECTION Item 1 2 Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft) C 2	Boeing 787 REVISION N DATE: 1: MMEL TABL 1. REPAIR (2. NUM 3. N OTECTION Item 1 2 3 Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft) C 2 1	MASTE VIATION ADMINISTRATION Boeing 787 REVISION NO. 15 DATE: 12/15/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALL 3. NUMBER REQ 4. REMARKS OTECTION Item 1 2 3 4 Lower Cargo Compartment Fire Extinguishing Flow Valves (Forward and Aft) C 2 1 (M)(O) One m provided: a) Flow w b) Proceu used to cargo empty empty (ballastor of fly at a cargo of fly at a cargo empty empty (ballastor of fly at a cargo empty empty empty (ballastor of fly at a cargo empty empty empty (ballastor of fly at a cargo empty empty empty empty (ballastor of fly at a cargo empty empty empty empty (ballastor empty	MASTER MINIMUM EQUIPMENT REVISION NO. 15	

AIRCRAFT:	VIATION ADMINISTRATI Boeing 787				O. 15 PAGE NO. 26-10			
	boeing 767		DATE: 12/15/2017 26-10 MMEL TABLE KEY					
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATE 4. REMARKS OR EXCEPTIONS	СН		
26. FIRE PR	OTECTION		<u>'</u>					
Sequence No.	Item	1	2	3	4	Change Bar		
-23-03	Lower Cargo Compartment Fire Extinguishing Squib Control Channels					,		
-23-03A		С	2	1				
-23-03B		С	2	0	(O) May be inoperative provided procedures are established and use verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast nobe loaded in ULDs), or fly away kits NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits	/ nay		
-23-04	Lower Cargo Compartment Fire Extinguishing Filter/Regulator	С	1	0	which materials can be used ballast. (O) May be inoperative provided procedures are established and use verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast ribe loaded in ULDs), or fly away kits	ed to / nay		
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits which materials can be used ballast.	or and		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 15 PAGE NO.				
	Boeing 787		DATE: 12/15/2017 26-11						
		_			E KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
26. FIRE PR		1	ı	ı		Chang			
Sequence No.	Item	1	2	3	4	Bar			
-24-01	Lavatory Waste Compartment Fire Extinguishing Systems								
-24-01A		С	-	-	(O) May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.				
-24-01B		С	-	-	 (M)(O) May be inoperative for each lavatory provided associated: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisions are not intended to prohibit lavatory use or inspections by crewmembers. 				
-26-01	Portable Fire Extinguishers	D	-	-	 (M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installation location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 				

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO. 27-1
	Boeing 787				
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS				
Sequence No.	Item	1	2	3	4 Chai
-00-01	Flight Controls Synoptic Display	С	1	0	
-02-01	Bank Angle Protection	С	1	0	
-02-02	Flight Control Modules (FCM)				
-02-02-01	Center FCM	В	1	0	 (M) May be inoperative provided: a) Center FCM is deactivated, b) Left and right FCMs are power cycled and operate normally, and c) Flap/slat hydraulic control module (HCM) solenoid coils are considered inoperative.
-02-02-02	Left FCM	В	1	0	 (M) May be inoperative provided: a) Left FCM is deactivated, and b) Center and right FCMs are power cycled and operate normally.
-02-02-03	Right FCM	В	1	0	 (M) May be inoperative provided: a) Right FCM is deactivated, b) Left and center FCMs are power cycled and operate normally, c) Flap/slat hydraulic control module (HCM) solenoid coils are considered inoperative, and d) Trailing edge variable camber (cruise flaps) function is considered inoperative.
-02-02-04	Primary Flight Computers DISC Light	С	1	0	
-02-03	PFCS Interface	С	1	0	May be dispatched with PFCS INTERFACE faults.
-02-04	Actuator Delta Pressure	A	1	0	May be dispatched with ACTUATOR DELTA PRESS faults provided repairs are made within 3 flight days.

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N							
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST			
AIRCRAFT:		REVISION NO. 15 DATE: 12/15/2017				PAGE NO.				
	Boeing 787				27-2					
					.E KEY CATEGORY					
SYSTEM &		1. 1	$\overline{}$		BER INSTALL	ED				
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH				
2000 2000 000		4. REMARKS OR EXCEPTIONS								
27. FLIGHT CONTROLS Sequence No. Item										
Sequence No.	Item	1	2	3	4	· · · · · · · · · · · · · · · · · · ·	Bar			
-02-05	Flight Control Surfaces Lockout Function	С	2	0		rative provided FLT LOCKED advisory ot displayed.				
-02-05-01	TAIL Switch LOCK Light	С	1	0						
-02-05-02	TAIL Switch NORM Light	С	1	0						
-02-05-03	WINGS Switch LOCK Light	С	1	0						
-02-05-04	WINGS Switch NORM Light	С	1	0						
-02-05-05	FAIL Light	С	1	0						
-02-06	Direct Mode Rate Sensors	C	4	3	a) Contro transd b) Rudde transd and c) Contro	noperative provided: b) wheel position ucers operate normally, er pedal position ucers operate normally, b) column position ucers operate normally.				

AIRCRAFT:	VIATION ADMINISTRATIO		/101/	א ואר	IO. 15 PAGE NO.	
AINONAF I.	Boeing 787	INE			2/15/2017 PAGE NO. 27-3	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. I		BER INSTALLED	
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS	<u> </u>		<u> </u>	4. KEWAKKO OK EXCELLIONS	
Sequence No.	Item	1	2	3	4	Change
-02-07	Modal Suppression Accelerometers (MSA)					
-02-07-01	Aft MSA (787-8/-9)	С	2	0		I
-02-07-02	Forward MSA (787-9)	С	2	0	(O) May be inoperative provided appropriate performance adjustments are applied.	
-02-07-03	Aft and Forward MSA (787-10)	Α	4	0	May be inoperative provided repairs are made within 3 flight days.	
-11-01	Control Wheel Position Transducers	С	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-11-02	Alternate Control Wheel Position Transducers	С	2	0		
-21-01	Rudder Trim Switch High Rate Function	С	1	0		
-21-02	Rudder Pedal Position Transducers	С	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-24-01	Empennage Door Actuation System (EDAS) (787-9/-10)	С	1	0	(M) May be inoperative provided EDAS is deactivated closed.	I
-31-01	Control Column Position Transducers	С	6	5	One may be inoperative provided direct mode rate sensors operate normally.	
-32-01	Stick Shaker Systems	С	2	1		
-41-01	Control Wheel Pitch Trim Switches	С	2	1	One may be inoperative provided alternate pitch trim switch operates normally.	
-41-02	Alternate Pitch Trim Switch	С	1	0	May be inoperative provided control wheel pitch trim switches operate normally.	
-41-03	Stabilizer Control Channels	A	2	1	(M) One may be inoperative provided: a) Inoperative channel is deactivated, and b) Repairs are made within 10 flights.	

U.S. DEPAR	TMENT OF TRANSPORTA	ΔΤΙΩΙ	NI			
			•		MASTER MINIMUM EQUIPMENT L	IST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	A NC	IO. 15 PAGE NO.	
7	Boeing 787				2/15/2017 27-4	
		ММ	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
27. FLIGHT	CONTROLS					
Sequence No.	Item	1	2	3	4 "	Change Bar
-48-01	Stabilizer Position Transducers					
-48-01-01	Transducer 1	A	1	0	May be inoperative provided: a) Transducers 2 and 3 operate normally, and b) Repairs are made within 10 flights.	
-48-01-02	Transducers 2 and 3	A	2	1	 (M) One may be inoperative provided: a) Associated stabilizer control channel is deactivated, b) Transducer 1 operates normally, and c) Repairs are made within 10 flights. 	
-48-02	Stabilizer Load Transducers	A	3	2	One may be inoperative provided repairs are made within 10 flights.	
-51-01	Flap Lever Position Transducers	С	4	3	 (M) One may be inoperative provided: a) Remaining transducers are verified to operate normally before each departure, and b) Slats and flaps alternate mode is verified to operate normally before each departure. 	
-51-02	Trailing Edge Variable Camber (Cruise Flaps) Function (787-8/-9)					1
-51-02-01	Faired Position					
-51-02-01A		С	1	0	 (M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied. 	
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRATION		/ 2 /) NI N	IO. 15 PAGE NO.	
AINCINAL I.	Boeing 787	INL.			2/15/2017 PAGE NO. 27-5	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT		1 -		1 .		Chang
Sequence No.	Item	1	2	3	4	Bar
-51-02 -51-02-01	Trailing Edge Variable Camber (Cruise Flaps) Function (787-8/-9) (Cont'd) Faired Position					I
	(Cont'd)					
-51-02-01B		С	1	0	 (O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied. 	
-51-02-02	Extended or Split Position					
-51-02-02A		С	1	0	 (M)(O) May be inoperative provided: a) Flap secondary mode is verified to operate normally, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied. 	
-51-02-02B		С	1	0	 (O) May be inoperative provided: a) Flap secondary mode is inoperative, b) Spoiler actuator system operates normally, c) Appropriate weight and center of gravity limits are observed, and d) Appropriate performance adjustments are applied. 	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787				NO. 15 PAGE NO. 27-6
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	CONTROLS			1	
Sequence No.	Item	1	2	3	4 Change Bar
-51-03	Flap Secondary Mode	С	1	0	(M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Slat secondary mode is verified to operate normally once each flight day, c) Trailing edge variable camber (cruise flaps) function is considered inoperative, and d) Main landing gear priority valve is verified to operate normally once each flight day.
-51-04	Flap/Slat Shutoff Valves				Deleted, Revision 7.
-51-05	Flap/Slat Hydraulic Control Module (HCM) Solenoid Coils	С	14	7	 (M) One coil per solenoid coil pair may be inoperative provided: a) Slat secondary mode is verified to operate normally once each flight day, and b) Flap secondary mode is verified to operate normally once each flight day.
-51-06	Flap/Slat Hydraulic Control Module (HCM) Power Control	С	2	1	 (M) One may be inoperative provided: a) The associated hydraulic control module channel is deactivated, b) Slat secondary mode is verified to operate normally once each flight day, and c) Flap secondary mode is verified to operate normally once each flight day.
-51-07	Flap Variable Camber Trim Unit (VCTU) Power Control	С	1	0	

AIRCRAFT:	VIATION ADMINISTRATIO Boeing 787				O. 15 2/15/2017	PAGE NO. 27-7	
	boeing 707					21-1	
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR O		UIRED FOR DISPATCH	
W110300000					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT		Ι.	Ι	1 _		10	Chan
Sequence No.	Item	1	2	3	4		Bar
-51-08	Alternate Flap/Slat Control	С	1	0	ALTERNATE a) Flap le operat b) At leas alterna	e dispatched with a FLAP SWITCH fault provided: ever position transducers te normally, and st one surface (flap or slat) ate control is verified to te normally once each day.	
-51-08-01	ARM Switch ALTN Light	С	1	0			
-58-01	Flap Position/Skew Sensors	С	24	10	inboard flap p inoperative pr a) Slat po norma	osition sensors operate ally, and or actuator systems operate	
-61-01	Speedbrake Lever Position Transducers	В	4	3	a) Autom operat b) Speed	be inoperative provided: natic speedbrake function tes normally, and dbrakes are verified to te normally prior to each g.	

II.C DEDAD					
U.S. DEPAR	TMENT OF TRANSPORT	AHO	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATION		//016	2010	NO 45 DAGE NO
AIRCRAFT:	Boeing 787	KE			NO. 15 PAGE NO. 12/15/2017 27-8
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
27. FLIGHT	T				A Change
Sequence No.	Item	1	2	3	4 Change Bar
-61-02	Spoiler Actuator Systems				
-61-02-01	Electro-Mechanical (EMA) Spoilers (4, 5, 10, 11)	C	4	3	 (M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Hydraulic spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center of gravity limits are observed, and h) Appropriate performance adjustments are applied.
-61-02-02	Hydraulic-Spoilers (1, 2, 3, 6, 7, 8, 9, 12, 13, 14)	C	10	9	 (M)(O) One may be inoperative provided: a) Spoiler actuator is deactivated, b) Position of deactivated spoiler is verified before each departure, c) Trailing edge variable camber (cruise flaps) function operates normally, d) Electro-mechanical (EMA) spoilers operate normally, e) Flap position/skew sensors operate normally, f) Slat position sensors operate normally, g) Appropriate weight and center of gravity limits are observed, and h) Appropriate performance adjustments are applied.

AIRCRAFT:	VIATION ADMINISTRATIO				O. 15 PAGE NO.	
	Boeing 787				2/15/2017 27-9	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O	LE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
27. FLIGHT Sequence No.	Item	1	2	3	4	Chang
-61-03	Automatic Speedbrake Function	С	1	0	(O) May be inoperative provided: a) Speedbrake lever position transducers operate normally, b) ARMED detent is not used, and c) Appropriate performance adjustments are applied.	Bar
-81-01	Slat Secondary Mode					
-81-01A		С	1	0	 (M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Trailing edge variable camber (cruise flaps) function operates normally, and c) Main landing gear priority valve is verified to operate normally once each flight day. 	
-81-01B		C	1	0	 (M) May be inoperative provided: a) Center hydraulic system electric motor-driven pumps operate normally, b) Flap secondary mode is verified to operate normally once each flight day, and c) Main landing gear priority valve is verified to operate normally once each flight day. 	

	TMENT OF TRANSPORTA VIATION ADMINISTRATIO		N		MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIC	N NC	O. 15	PAGE NO.	
AIRORAI I.	Boeing 787	114			2/15/2017	27-10	
	Ü	мм	FI T	ΔΒΙ	E KEY		
					CATEGORY		
SYSTEM &	ITEN 4				BER INSTALL	ED	
SEQUENCE NO.	ITEM			3. 1	NUMBER REQ	UIRED FOR DISPATCH	
140.					4. REMARKS	OR EXCEPTIONS	
27. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4		Change Bar
-88-01	Slat Position Sensors						
-88-01A		С	4	2	One sensor p	er sensor pair may be	
					inoperative pr		
						osition/skew sensors	
					•	e normally, ractuator systems operate	
						illy, and	
					c) Trailin	g edge variable camber	
					,	e flaps) function operates	
					norma	lly.	
-88-01B		С	4	2		or per sensor pair may be	
					inoperative pr		
						osition/skew sensors e normally,	
						r actuator systems operate	
					norma	lly, and	
						econdary mode is verified	
						rate normally once each	
					flight o	iay.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMOM EQUIPMENT LIST			
AIRCRAFT:	Design 707	RE\			NO. 15 PAGE NO.			
	Boeing 787				12/15/2017 28-1			
		_			LE KEY CATEGORY			
SYSTEM &		1.1	REPAIR CATEGORY NUMBER INSTALLED					
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH			
NO.				50000	4. REMARKS OR EXCEPTIONS			
28. FUEL								
Sequence No.	Item	1	2	3	4 Change Bar			
-11-01	Sump Drain Valves							
-11-01-01	Surge Tanks	С	2	0	(M) May be inoperative provided there is no evidence of leakage.			
-11-01-02	Main and Center Tanks	С	4	3	 (M) One may be inoperative provided: a) There is no evidence of leakage, and b) Alternate procedures are used to prevent water accumulation in associated tank. 			
-21-01	Pressure Refueling System							
-21-01-01	Main Tank Refuel Valves	С	4	2	 (M)(O) One valve in each main tank may be inoperative provided: a) Inoperative valve is locked closed, b) For inboard refuel valve inoperative, crossfeed valve is verified to operate normally before each departure, and c) For inboard refuel valve inoperative, alternate procedures are used for fuel balancing. 			
-21-01-02	Center Tank Refuel Valves	С	2	0	(M) May be inoperative locked closed.			
-21-01-03	Refuel Valve Lights	С	6	0	 (M) May be inoperative provided: a) Associated valve is verified closed after each refueling, and b) Overfill light operates normally. 			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST
	VIATION ADMINISTRATIO		"016		
AIRCRAFT:	Boeing 787	KE			NO. 15 PAGE NO. 28-2
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH
Workson					4. REMARKS OR EXCEPTIONS
28. FUEL	le.	1 .	1 _	1 _	Chan
Sequence No.	Item	1	2	3	4 Chan Bai
-21-01	Pressure Refueling System (Cont'd)				
-21-01-04	Refuel Control Panel Fuel Quantity Indicators	С	3	0	(M) May be inoperative provided alternate procedures are used for refueling.
-21-01-05	Load Select System	С	1	0	(M) May be inoperative provided alternate procedures are used for refueling.
					NOTE: Any function which operates normally may be used.
-21-01-06	Overfill Light	С	1	0	 (M) May be inoperative provided: a) Refuel valves are verified to close when appropriate during refueling, and b) Refuel valve lights operate normally.
-21-01-07	Power Switch	С	1	0	
-21-01-08	Defuel Switch	С	1	0	
-21-01-09	Test Features (Panel and System)	С	2	0	
-21-01-10	Manual Fueling Valve Switches	С	3	0	May be inoperative provided: a) Load select system operates normally, and b) Overfill light operates normally.
-21-02	Refuel Adapters	С	2	1	(M) One may be inoperative provided there are no fuel leaks.

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST			
	VIATION ADMINISTRATIO							
AIRCRAFT:	Boeing 787	RE\			NO. 15 PAGE NO. 28-3			
		MM	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
28. FUEL	8. FUEL							
Sequence No.	Item	1	2	3	4 Change Bar			
-22-01	Main Tank Fuel Pumps	С	4	3	 (M) One may be inoperative provided: a) Inoperative pump is deactivated, and b) Main tank quantity indications operate normally. 			
-22-01-01	Switch PRESS Lights	С	4	0				
-22-01-02	Switch ON Lights	С	4	0				
-22-02	Center Tank Fuel Override/Jettison Pump Systems							
-22-02A		С	2	1	 (M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Fuel scavenge system operates normally, c) Crossfeed valve operates normally, and d) Center tank quantity indication operates normally. 			
-22-02B		С	2	0	 (M)(O) May be inoperative provided: a) Pumps are deactivated, b) Fuel scavenge system operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity remaining in main tanks is adequate to reach a suitable airport if scavenge system fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used. 			
					(Continued)			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	I
AIRCRAFT:	Boeing 787				NO. 15 PAGE NO. 28-4	
	-	ММ	EL T	ABL	LE KEY	
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR (NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
28. FUEL				1		
Sequence No.	Item	1	2	3	4 Chan Bai	
-22-02	Center Tank Fuel Override/Jettison Pump Systems (Cont'd)					
-22-02C		С	2	1	 (M)(O) One may be inoperative provided: a) Inoperative pump is deactivated, b) Crossfeed valve operates normally, c) Center tank quantity indication operates normally, d) For center tank fuel, fuel quantity in main tanks is adequate to reach a suitable airport if remaining center pump fails at any time, and e) Center tank fuel is accounted for in the airplane weight and balance in the event center tank fuel cannot be used. 	
-22-02D		С	2	0	 (M)(O) May be inoperative provided: a) Pumps are deactivated, b) Center tank quantity indication operates normally, and c) Center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel. 	
-22-02-01	Switch PRESS Lights	С	2	0		
-22-02-02	Switch ON Lights	С	2	0		

AIRCRAFT:	VIATION ADMINISTRATION Boeing 787				NO. 15 PAGE NO. 12/15/2017 28-5				
	Boeing 707	BABA							
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
28. FUEL		·							
Sequence No.	Item	1	2	3	4 Chang Bar				
-22-03	Crossfeed Valve								
-22-03A		С	1	0	 (M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps operate normally. 				
-22-03B		С	1	0	 (M) May be inoperative provided: a) Valve is locked closed, b) Fuel balance switch operates normally, c) Main tank inboard refuel valves operate normally, and d) Both center tank pumps are inoperative. 				
-22-03-01	Switch VALVE Light	С	1	0					
-22-03-02	Switch Bar (On) Light	С	1	0					

AIRCRAFT:	VIATION ADMINISTRATIC	RE'	IO. 15 PAGE NO.					
	Boeing 787	DATE: 12/15/2017 28-6						
		MMEL TABLE KEY 1. REPAIR CATEGORY						
SYSTEM & SEQUENCE NO.	ITEM	1.1	2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
28. FUEL					THE MARKS ON EXCEPTIONS			
Sequence No.	Item	1	2	3	4	Change Bar		
-22-04	Fuel Scavenge System							
-22-04-01	Scavenge Pumps Scavenge Valves	С	2	0	 (O) May be inoperative provided: a) Center tank quantity indication operates normally, and b) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel. (M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Center tank quantity indication operates normally, and c) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance. NOTE: AFM fuel loading and usage limitations are for usable fuel. 			
-22-05	Item Moved				Dispatch relief for this equipment moved to item 28-22-03, Crossfeed Valve.	1		
-22-06	Fuel Balance Switch	С	1	0	 (M)(O) May be inoperative provided: a) Crossfeed valve is verified to operate normally before each departure, and b) Alternate procedures are used for fuel balancing. 			
-22-06-01	FAULT Light	С	1	0				
-22-06-02	ON Light	С	1	0				
-22-07	Deleted				ATA number reserved for future use.			
-22-08	Deleted				ATA number reserved for future use.			
-22-09	Deleted				ATA number reserved for future use.			
		1						

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Boeing 787				NO. 15 PAGE NO. 12/15/2017 28-7				
		ММ	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS							
28. FUEL									
Sequence No.	Item	1	2	3	4 Change Bar				
-25-01		С	1	0	(M) May be inoperative deactivated.				
-25-02		С	1	0	 (M)(O) May be inoperative provided: a) Valve is locked closed, b) Left AGCU operates normally, c) VFSG systems operate normally, and d) Flight remains within 180 minutes of landing at a suitable airport. 				
-26-01	Defuel/Isolation Valves	С	2	0	 (M)(O) May be inoperative provided: a) Inoperative valve is locked closed, b) Crossfeed valve is verified to operate normally before each departure, c) Alternate procedures are used for fuel balancing, and d) For both valves inoperative, appropriate performance adjustments are applied. 				
-31-01	Fuel Jettison System	С	1	0	 (M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied. 				
-31-01-01	ARM Switch FAULT Light	С	1	0					
-31-01-02	ARM Switch ARMED Light	С	1	0					

AIRCRAFT:	VIATION ADMINISTRATION				NO. 15 PAGE NO.			
	Boeing 787		DATE: 12/15/2017 28-8					
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
28. FUEL					Char			
Sequence No.	Item	1	2	3	4 Chang Bar			
-31-02	Center Tank Jettison Isolation Valves							
-31-02A		С	2	1	(M) One may be inoperative locked closed.			
-31-02B		С	2	0	 (M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison isolation valves are locked closed, and c) Appropriate performance adjustments are applied. 			
-31-03	Fuel Jettison Nozzle Valves							
-31-03A		С	2	1	(M) One may be inoperative locked closed.			
-31-03B		С	2	0	 (M)(O) May be inoperative provided: a) Jettison system is deactivated, b) Both jettison nozzle valves are locked closed, and c) Appropriate performance adjustments are applied. 			
-31-03-01	Switch VALVE Lights	С	2	0				
-31-03-02	Switch ON Lights	С	2	0				
-40-01	Fuel Synoptic Display	С	1	0	May be inoperative provided individual fuel quantity indications required for dispatch operate normally.			

U.S. DEPAR	TMENT OF TRANSPORT	OITA	V						
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:	Boeing 787				NO. 15 PAGE NO. 12/15/2017 28-9				
		MM	MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4 Change				
-		1		3	4 Bar				
-41-01	Fuel Quantity Indication Systems Main Tanks	В	2	1	 (M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Crossfeed valve is verified to operate normally before each departure, c) Both fuel pumps for the associated main tank operate normally, d) Center tank fuel quantity indication operates normally, e) Fuel flow indications operate normally, f) FMC FUEL is initialized with the known total fuel quantity, g) Alternate procedures are used for fuel balancing, h) Appropriate amount of center tank fuel is considered unusable and is accounted for in the airplane weight and balance, i) Appropriate performance adjustments are applied, and j) Flight remains within 180 minutes of landing at a suitable airport. NOTE: AFM fuel loading and usage limitations are for usable fuel. 				
					(Continued)				

AIRCRAFT:	D	RE\			NO. 15 PAGE NO.			
	Boeing 787	DATE: 12/15/2017 28-10						
SYSTEM & SEQUENCE NO. 28. FUEL	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4 Chang			
-41-01	Fuel Quantity Indication Systems (Cont'd)				Bar			
-41-01-02	Center Tank	В	1	0	 (M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified by an alternate procedure, b) Both main tank fuel quantity indication systems operate normally, c) Both center tank fuel pumps operate normally, d) Fuel flow indications operate normally, e) Fuel scavenge system operates normally, f) FMC FUEL is initialized with the known total fuel quantity, and g) Flight remains within 180 minutes of landing at a suitable airport. 			
-41-02	Fuel Quantity Data Concentrator (FQDC) Channels	С	6	3	(M) One channel for each tank may be inoperative deactivated.			
-41-03	Fuel Quantity Sensor Systems	С	3	0	May be dispatched with FUEL QTY SENSORS faults.			
-42-01	Item Moved				Dispatch relief for this equipment moved to items 28-22-01, Main Tank Fuel Pumps, and 28-22-02, Center Tank Fuel Override/Jettison Pump Systems.			
-43-01	Fuel Temperature Indicating Systems							
-43-01-01	Center Tank	С	1	0				
	Main Tank	С	2	1				

	VIATION ADMINISTRATIC						
AIRCRAFT:	Boeing 787	RE'			IO. 14 PAGE NO. 29-1		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
	ILIC POWER		ı	ı		Change	
Sequence No.	Item	1	2	3	4	Bar	
-11-01	Engine-Driven Pumps (EDP) Depressurization Function	С	2	1	(M) One may be inoperative deactivated.		
-11-02	Center System Electric Motor-Driven Pumps (EMP)	С	2	1	 (M)(O) One may be inoperative provided: a) Inoperative EMP is deactivated, b) Slat secondary mode is verified to operate normally once each flight day, c) Flap secondary mode is verified to operate normally once each flight day, d) Main landing gear priority valve is verified to operate normally once each flight day, and e) Appropriate performance adjustments are applied. 		
-11-03	Electric Motor-Driven Pump (EMP) Selectors						
-11-03-01	Center System AUTO Position						
-11-03-01A		С	2	1	 (O) One may be inoperative provided: a) Associated pump selector ON and OFF positions operate normally, b) Opposite center system EMP operates normally, and c) Associated pump selector is ON for all operations. 		
-11-03-01B		С	2	0	 (O) May be inoperative provided: a) Both center system pump selector ON and OFF positions operate normally, b) Left and right system EMP selector AUTO positions operate normally, and c) Both center system pump selectors are ON for takeoff and landing. (Continued) 		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL A	VIATION ADMINISTRATIO						
AIRCRAFT:	Boeing 787	RE'			IO. 14 PAGE NO. 29-2		
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
	JLIC POWER		1	1	100		
Sequence No.	Item	1	2	3	4 Change Bar		
-11-03	Electric Motor-Driven Pump (EMP) Selectors (Cont'd)						
-11-03-02	Left System AUTO Position	A	1	0	 (O) May be inoperative provided: a) Left pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, c) Nitrogen generation system is considered inoperative, d) Left pump selector is ON for takeoff and landing, and e) Repairs are made within 10 flight days. 		
-11-03-03	Right System AUTO Position	С	1	0	 (O) May be inoperative provided: a) Right pump selector ON and OFF positions operate normally, b) Center system EMP selector AUTO positions operate normally, and c) Right pump selector is ON for takeoff and landing. 		
-11-03-04	ON Position	С	4	0	May be inoperative provided the AUTO and OFF positions for associated pump operate normally.		
-11-04	Reserve Steering Isolation System	С	1	0	(M) May be inoperative provided reserve steering isolation valve is deactivated open.		
-11-05	Nose Gear Isolation System	С	1	0	 (M) May be inoperative provided: a) Nose gear isolation valve is deactivated open, and b) Center hydraulic system pressure transducer operates normally. 		

VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT L	IST	
				O. 14 PAGE NO.		
Boeing 787		DAT	E: 0	8/10/2017 29-3		
	1. [
ITEM	3. NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS		
				I.	Change	
				4	Bar	
Extension Isolation System	C	1	U	a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.		
Hydraulic Pump Case Drain Filter Monitoring Systems	С	6	0	May be dispatched with HYD FILTER CASE faults provided associated hydraulic pump temperature indication operates normally.		
Nose Landing Gear Accumulator	С	1	0			
Charging Valve	С	1	0			
Charging Gauge	С	1	0			
Heat Exchanger Bypass Valve (HXBV)	В	3	2	(O) One may be inoperative provided fuel temperature is above the appropriate limit before takeoff.		
Hydraulic Reservoir Accumulators	С	3	0			
Charging Valves	С	3	0			
Charging Gauges	С	3	0			
Hydraulic Reservoir Pressure Indication Systems	С	3	0			
Reservoir Quantity Gauge (Remote)	С	1	0			
	Hydraulic Pump Case Drain Filter Monitoring Systems Nose Landing Gear Accumulator Charging Valve Charging Gauge Heat Exchanger Bypass Valve (HXBV) Hydraulic Reservoir Accumulators Charging Valves Charging Gauges Hydraulic Reservoir Pressure Indication Systems Reservoir Quantity Gauge	ITEM ITEM ITEM Item Alternate Gear Extension Isolation System C Hydraulic Pump Case Drain Filter Monitoring Systems Nose Landing Gear Accumulator Charging Valve Charging Gauge Heat Exchanger Bypass Valve (HXBV) Hydraulic Reservoir Accumulators Charging Valves Charging Valves Charging Valves Charging Valves Charging Valves Charging Gauges C C Charging Gauges C C Charging Gauges C C C Charging Gauges C C C C C C C C C C C C C	TEM	TEM	Item	

AIRCRAFT:	VIATION ADMINISTRATIO		/ISIC)N N	O. 14 PAGE NO.		
7411010741 1.	Boeing 787				8/10/2017 29-4		
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	JLIC POWER	1	2	3	4	Chang	
-18-04	Hydraulic Reservoir Temperature Indication Systems	С	3	0	May be inoperative provided associated pump temperature indications operate normally.	Bar	
-21-02	Ram Air Turbine (RAT) Position Indication System	С	1	0	 (M) May be inoperative provided: a) RAT is verified to deploy normally, and b) RAT is verified to be stowed before each departure. 		
-21-02-01	Switch UNLKD Light	С	1	0			
-21-02-02	Switch PRESS Light	С	1	0			
-21-03	Ram Air Turbine (RAT) Heaters	С	2	1	One may be inoperative provided OAT at departure airport is not less than -35 degrees C.		
-30-01	Hydraulic Pump Lights						
-30-01-01	FAULT Lights	С	6	0			
-30-01-02	ON Lights	С	2	0			
-30-02	Hydraulic Synoptic Display	С	1	0			

AIRCRAFT:		RF\	/ISIC	N NC	O. 14 PAGE NO.	
	Boeing 787				8/10/2017 29-5	
		MM	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPAT		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
10000000					4. REMARKS OR EXCEPTIONS	
	JLIC POWER		1	1		Chan
Sequence No.	Item	1	2	3	4	Chan Ba
-31-01	Hydraulic System Pressure Transducers					
-31-01-01	Left and Right System Pressure Transducers	С	2	0	 (M) May be inoperative provided: a) Inoperative system pressure transducer is deactivated, and b) Associated system pump pressure indications operate normally. 	
-31-01-02	Center System Pressure Transducer	С	1	0	 (M)(O) May be inoperative provided: a) Center system pressure transducer is deactivated, b) Landing gear is secured in down position, c) Center system pump pressure indications operate normally, d) Nose gear isolation system operates normally, and e) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix. 	
-31-02	Hydraulic Pump Pressure Indication Systems	С	6	3	 (M) One in each system may be inoperative provided: a) Inoperative pump pressure transducer is deactivated, b) Associated pump is verified to operate normally before each departure, c) Associated pump temperature indications operate normally, and d) Associated hydraulic system pressure transducer operates normally. 	I

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 14	PAGE NO.	
	Boeing 787				8/10/2017	29-6	
R# 99436 West 1879/00/1994					.E KEY CATEGORY		
SYSTEM & SEQUENCE NO.	ITEM	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH A. REMARKS OR EXCEPTIONS					
29. HYDRAU	LIC POWER		,	,			
Sequence No.	Item	1	2	3	4		Change Bar
-31-03	Hydraulic Reservoir Auto-Bleed Valves						
-31-03A		С	3	0	a) Inope not in and b) Inope	noperative provided: rative auto-bleed valve is dicating the presence of air, rative auto-bleed valve is ivated closed.	
-31-03B		С	3	0	a) Assoc reserv trappe b) Inope	noperative provided: ciated hydraulic system voir is verified to be free of ed air, and rative auto-bleed valve is ivated closed.	
-32-01	Hydraulic Pump Temperature Indications	С	6	3	provided: a) Associated indicated b) Associated by Associa	system may be inoperative ciated pump pressure tions operate normally, and ciated reservoir temperature tions operate normally.	
-33-01	Hydraulic Fluid Quantity Indications (Flight Deck)						
-33-01-01	Left and Right System Quantity Indications	С	2	0	a) Associ verified depart b) Associ	noperative provided: ciated reservoir level is ed normal before each ture, and ciated system pressure ition operates normally.	

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	V		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 14 PAGE NO.
	Boeing 787				8/10/2017 29-7
					.E KEY Category
SYSTEM &	ITEM.	'. '			BER INSTALLED
SEQUENCE NO.	ITEM			3. N	NUMBER REQUIRED FOR DISPATCH
6430.8643.117	ILIC DOWED				4. REMARKS OR EXCEPTIONS
Sequence No.	JLIC POWER	1	2	3	4 Change
-33-01-02	Center System Quantity	В	1	0	(M) May be inoperative provided:
-33-01-02	Indication Quantity				a) Center system reservoir level is verified normal before each departure, b) Center system pressure indication operates normally, c) Reserve steering isolation system is considered inoperative, d) Nose gear isolation system is considered inoperative, e) Alternate gear extension isolation system is considered inoperative, and f) C1 EMP Selector AUTO position is considered inoperative.

					MASTER MINIMUM EQUIPMENT	LIST
FEDERAL AT AIRCRAFT:	VIATION ADMINISTRATI		// כור	א ואר	O. 14 PAGE NO.	
AIRCRAFT.	Boeing 787	KE			8/10/2017 PAGE NO. 30-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
	RAIN PROTECTION			1		Lou
Sequence No.	Item	1	2	3	4	Change Bar
-11-01	Wing Ice Protection System (WIPS)	С	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Flight remains within 120 minutes of landing at a suitable airport.	
-11-01-01	Wing Ice Protection Heat Zones	С	48	46	One heat zone pair in symmetrical slats may be inoperative.	
-11-01-02	Wing Ice Protection Channels	С	3	2		
-11-02	Wing Anti-Ice (WAI) Indications	С	2	0		
-21-01	Engine Anti-Ice (EAI) Systems	C	2	1	 (M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport. 	
-21-01-01	Engine Anti-ice Pressure Regulating and Shutoff Valves (PRSOV)	C	2	1	 (M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport. (Continued) 	

SPORTATION	1OIT	N		
				MASTER MINIMUM EQUIPMENT LIST
TRATION R		/ISIC	ON N	IO. 14 PAGE NO.
				8/10/2017 30-2
М	ММІ	EL T	ABL	E KEY
1	1. F		MUN	CATEGORY BER INSTALLED
			3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
ON			,	
1	1	2	3	4 Change Bar
EAI)				
ting es	С	2	1	 (M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 degrees C or below, and d) Appropriate performance adjustments are applied.
ting	С	2	1	 (M) One may be inoperative provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.
ting O	C	2	1	 (M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, and f) Operations are limited to OAT 38 degrees C or below. (Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	<u> </u>				NO. 14 PAGE NO.
	Boeing 787		DAT	E: 0	08/10/2017 30-3
		_			LE KEY
SYSTEM &		1. F			CATEGORY MBER INSTALLED
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH
NO.				0000	4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Change
-21-01	Engine Anti-Ice (EAI) Systems (Cont'd)				
-21-01-05	Engine Anti-Ice Pressure Regulating Valves (PRV) (GE)	A	2	1	 (M)(O) One may be inoperative provided: a) Inoperative valve is locked in mid position, b) Associated PRSOV operates normally, c) Associated main engine data concentrator (MEDC) channel A operates normally, d) Associated EAI PRSOV controller operates normally, e) At least one associated pressure sensor operates normally, f) Operations are limited to OAT 38 degrees C or below, and g) Repairs are made within 10 flights.
-21-01-06	Pressure Sensors	С	4	2	 (M) May be inoperative on one engine provided: a) Associated PRSOV is locked closed, b) Associated engine ignition systems operate normally, c) Associated engine anti-ice control switch remains OFF, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.
-21-01-06-01	Pressure Sensor Number 1	С	2	0	May be inoperative provided associated pressure sensor number 2 operates normally.
-21-01-06-02	Pressure Sensor Number 2	С	2	0	pressure sensor number 1 operates normally.
					(Continued)

US DEPAR	TMENT OF TRANSPORT	ATIOI	NI		
			•		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINISTRATION		/191/	A IAC	NO. 14 PAGE NO.
AINONAI I.	Boeing 787				08/10/2017 FAGE NO. 30-4
		ММ	EL T	ABL	LE KEY
SYSTEM &	200100000	1. F	$\overline{}$		CATEGORY IBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
W950825375					4. REMARKS OR EXCEPTIONS
	RAIN PROTECTION		1	1	Change
Sequence No.	Item	1	2	3	4 Change Bar
-21-01	Engine Anti-Ice (EAI) Systems (Cont'd)				
-21-01-07	Pressure Sensors (RR) (GE CN-AA29810 Incorporated)	С	4	2	 (M)(O) May be inoperative on one engine provided: a) Associated PRSOV is locked in mid position, b) Associated PRV operates normally, c) Operations are limited to OAT 38 degrees C or below, and d) Appropriate performance adjustments are applied.
-21-02	Engine Anti-Ice (EAI) Indications	С	2	0	
-22-01	Cabin Air Compressor Inlet Ice Protection Systems (CIPS)				
-22-01A		A	2	0	 (M)(O) May be inoperative provided: a) Inoperative system is deactivated, b) Air conditioning packs operate normally, c) Airport OAT remains at or above -35 degrees C since last landing, and d) Repairs are made within 30 calendar-days.
-22-01B		С	2	1	 (M)(O) One may be inoperative provided: a) Inoperative system is deactivated, b) Opposite air conditioning pack operates normally, and c) Airport OAT remains at or above -35 degrees C since last landing.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL AV	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINIOTRATIO		VISIC	ON N	IO. 14	PAGE NO.
	Boeing 787		DAT	E: 0	8/10/2017	30-5
		_			E KEY	
SYSTEM &	20000000	1. 1			CATEGORY BER INSTALL	FD
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH
W 55 X 55					4. REMARKS	OR EXCEPTIONS
	RAIN PROTECTION	T .			Ι.	Chan
Sequence No.	Item	1	2	3	4	Bar
-22-01	Cabin Air Compressor Inlet Ice Protection Systems (CIPS) (Cont'd)					
-22-01C		С	2	1	provided: a) Inoper deacti b) Airplanted known c) Airported above landin d) Flight	rative system is evated, ne is not operated in or forecast icing, t OAT remains at or e-35 degrees C since last g, and remains within hinutes of landing at a le airport.
-31-01	Pitot Probe Heater Systems					
-31-01-01	Right Pitot Heater	В	1	0	a) Left ar inspect b) Left ar heater norma c) Left ar modul d) Static norma e) AIR D source norma f) Appro	nd center pitot air data les operate normally, air data modules operate
					(Continued)	

AIRCRAFT:	VIATION ADMINISTRAT				IO. 14 P	PAGE NO. 30-6
	Boeing 787	2424				30-0
SYSTEM & SEQUENCE NO. 30. ICE AND Sequence No.	ITEM RAIN PROTECTION Item		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
-31-01	Pitot Probe Heater Systems (Cont'd)					
-31-01-02	Left Pitot Heater	В	1	0	a) Right an inspected by Right and heater synormally c) Right and modules d) Static air normally e) AIR DAT source synormally	od center pitot air data s operate normally, r data modules operate // // //////////////////////////////
-31-01-03	Center Pitot Heater	В	1	0	a) Left and inspected inspected inspected by Left and systems c) Left and modules d) Static air normally e) AIR DAT source sourc	TA/ATT instrument switches operate of the control o

AIRCRAFT:	D . J o-	RE			O. 14 PAGE NO.	
	Boeing 787				8/10/2017 30-7	
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
30. ICE AND Sequence No.	RAIN PROTECTION	1	2	3	4	Chang
-32-01	Angle of Attack (AOA) Anti-Ice System	В	2	1	One may be inoperative provided approach minimums do not require its use.	Bar
-41-01	Flight Deck Forward Window Primary Heat Channels	С	2	1	One may be inoperative provided: a) Associated switch remains off, b) Associated forward window backup heat channel operates normally, c) Side window heat channels operate normally, d) Airplane is not operated in known or forecast icing conditions, and e) Flight remains within 120 minutes of landing at a suitable airport.	
-41-02	Flight Deck Side Window Heat Channels	С	2	1	One may be inoperative provided: a) Associated switch remains off, and b) Forward window primary heat channels operate normally.	
-41-03	Flight Deck Forward Window Backup Heat Channels	С	2	1	One may be inoperative provided: a) Associated switch remains off, b) Forward window primary heat channels operate normally, and c) Side window heat channels operate normally.	
-41-04	Window Heat Switch Lights					
-41-04-01	INOP Lights	С	4	0		
-41-04-02	ON Lights	С	6	0		
-41-05	Window Heat Software	С	3	2		

FEDERAL A	VIATION ADMINISTRATION	NC			
AIRCRAFT:					NO. 14 PAGE NO.
	Boeing 787				08/10/2017 30-8
					LE KEY
SYSTEM &		1. 1			CATEGORY IBER INSTALLED
SEQUENCE	ITEM		2. 1		NUMBER REQUIRED FOR DISPATCH
NO.				J. 1	4. REMARKS OR EXCEPTIONS
30. ICE AND	RAIN PROTECTION				
Sequence No.	Item	1	2	3	4 Chan
-42-01	Windshield Wiper System	С	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 statute miles of the airport of departure or intended landing, and b) Approach minimums do not require its use.
-42-01-01	Low Speed Functions	С	2	0	(M) May be inoperative provided associated high speed function is verified to operate normally.
-42-01-02	High Speed Functions				
-42-01-02A		С	2	1	(M) One may be inoperative provided associated low speed function is verified to operate normally.
-42-01-02B		С	2	0	 (M) May be inoperative provided: a) Both low speed functions are verified to operate normally, and b) Airplane is not operated in known or forecast precipitation of moderate or greater intensity within 5 statute miles of the airport of departure or intended landing.
-42-01-03	Intermittent Functions	С	2	0	
-44-01	Windshield Washer System	D	1	0	
-71-01	Water Supply In-Line Heaters	С	-	0	(M) May be inoperative deactivated.
-81-01	Ice Detectors				
-81-01A		С	2	1	
-81-01B		С	2	0	(O) May be inoperative provided alternate procedures are established and used.

	VIATION ADMINISTRATIO		.// 0: -	<u> </u>	10.44 D. O.E. N.O.
AIRCRAFT:	Boeing 787	RE			NO. 14 PAGE NO. 31-1
		ММ	EL T	ABL	E KEY
SYSTEM & SEQUENCE NO.	ITEM ING/RECORDING SYSTE			MUŅ	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
Sequence No.	Item	VIO 1	2	3	4 Chan
-31-01	Digital Voice-Data Recorder Systems	'	2	3	Bar
-31-01-01	Cockpit Voice Recorder (CVR) Functions				
-31-01-01A		С	2	1	
-31-01-01B		A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within 3 flight days.
-31-01-02	Flight Data Recorder (FDR) Functions				
-31-01-02A		С	2	1	
-31-01-02B		A	2	0	 May be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, c) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: The FDR failure occurs after pushback but prior to takeoff, or The FDR repair was attempted but was not successful, In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or a series of flights until the next designated airport where repair must be accomplished prior to dispatch, and Repairs are made within 3 flight days.

	/IATION ADMINISTRATIO		/1016	78181	O. 14 PAGE NO.	
AIRCRAFT:	Boeing 787	KE			O. 14 PAGE NO. 31-2	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
31. INDICATI	NG/RECORDING SYSTEM	/IS				
Sequence No.	Item	1	2	3	4	Chang
-31-01	Digital Voice-Data Recorder Systems (Cont'd)					
-31-01-02	Flight Data Recorder (FDR) Functions (Cont'd)					
-31-01-02-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) At least one cockpit voice recorder (CVR) function operates normally, b) At least one datalink recorder (DLR) function operates normally, and c) Repairs are made within 20 calendar-days.	3
-31-01-02-02	FDR Recording Parameters Not Required by 14 CFR	Α	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
-31-01-03	Datalink Recorder (DLR) Functions					
-31-01-03A		С	2	1		
-31-01-03B		A	2	0	May be inoperative provided: a) At least one flight data recorder (FDR) function operates normally, and b) Repairs are made within 3 flight days.	
-31-01-04	Recorder Independent Power Supply	С	1	0		

IIS DEDAD	TMENT OF TRANSPORTA	TIOI	NI		
U.S. DEI AIX	TIMENT OF TRANSFORTA	(1101	N.		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		/101/) I I I	IO. 14 PAGE NO.
AIRCRAFT.	Boeing 787	KE			8/10/2017 31-3
	<u> </u>	ММ	EL T	ABL	E KEY
CVCTEM					CATEGORY
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
31. INDICAT	ING/RECORDING SYSTEM	/IS			4. REMARKS OR EXCEPTIONS
Sequence No.	Item	1	2	3	4 Change Bar
-33-01	Flight Deck Printer				1
-33-01A		С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-33-01B		D	1	0	May be inoperative provided procedures do not require its use.
-33-01-01	Miscellaneous Features	D	-	-	
-51-01	Master WARNING Lights	С	2	1	One may be inoperative provided both flight deck speaker systems operate normally.
-51-02	Master CAUTION Lights	С	2	1	One may be inoperative provided both flight deck speaker systems operate normally.
-51-03	Autopilot Disconnect Warning Function	В	1	0	 (O) May be inoperative provided: a) Autopilot is not used, b) Approach minimums do not require use of the autopilot, c) Number of flight segments and segment duration is acceptable to flightcrew, and d) Enroute operations do not require use of the autopilot.
-51-04	Nose Gear Pressure Transducer System	С	1	0	(O) May be inoperative provided stabilizer trim position is verified to be properly set before each departure.
-61-01	Display Units (DU)				
-61-01-01	Lower DU	С	1	0	May be inoperative provided: a) EFIS/DSP panels operate normally, and b) Remaining display units operate normally.
					(Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	VIATION ADMINIOTRATIO		REVISION NO. 14 PAGE NO.			
	Boeing 787		DAT	E: 0	08/10/2017 31-4	
					LE KEY	
SYSTEM &		1. H			CATEGORY MBER INSTALLED	
SEQUENCE	ITEM		2.1		NUMBER REQUIRED FOR DISPATCH	
NO.				0000	4. REMARKS OR EXCEPTIONS	
31. INDICAT	ING/RECORDING SYSTEI	MS				
Sequence No.	Item	1	2	3	4 Change Bar	
-61-01	Display Units (DU) (Cont'd)					
-61-01-03	Left Inboard DU Left Outboard DU	В	1	0	 a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCD) operate normally, d) EFIS/DSP panels operate normally, e) Multifunction keypads (MFK) operate normally, and f) Remaining display units operate normally. (M) May be inoperative provided: a) Right PFD/MFD selector is verified to operate normally, b) ISFD operates normally, c) Touchpad cursor control devices (CCD) operate normally, d) EFIS/DSP panels operate 	
-61-01-04	Display Unit Brightness/Contrast	С	5	0	brightness control system operates	
	Controls				normally.	
-61-02	Graphics Generator Systems					
-61-02-01	Graphics Generator Modules (GGM)	С	4	3		
-61-02-02	Display Unit Interface	В	1	0	 (M) May be dispatched with DISPLAY UNIT INTERFACE faults provided: a) Right PFD/MFD selector is verified to operate normally, and b) Graphics generator modules operate normally. 	

FEDERAL A' AIRCRAFT:	VIATION ADMINISTRATIO		VICIO) N I N I	IO. 14 PAGE NO.			
AIRCRAFT.	Boeing 787	KE	REVISION NO. 14 PAGE NO. 31-5					
		MM	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
	ING/RECORDING SYSTEI	VIS 1	2	3	4	Chang		
-61-03	Touchpad Cursor Control Devices (CCD)	C	2	1	One may be inoperative provided: a) EFIS/DSP panels operate normally, and b) Multifunction keypads (MFK) operate normally.	Bar		
-61-03-01	Cursor Location Lights	С	8	0				
-61-03-02	EFB, L, R, LWR Switch Lights	С	8	0				
-61-04	Multifunction Keypads (MFK)	A	2	1	 (O) One may be inoperative provided: a) Display units operate normally, b) Touchpad cursor control devices (CCD) operate normally, c) EFIS/DSP panels operate normally, d) HDG-TRK SEL switch operates normally, e) Tuning and control panels (TCP) operate normally, f) All switches on remaining keypad operate normally, and g) Repairs are made within 2 flight days. 			
-61-04-01	SYS, CDU, INFO, CHKL, COMM, ND Switches	С	12	6	May be inoperative provided all switches on opposite keypad operate normally.			
-61-04-02	PREV PAGE, NEXT PAGE, EXEC Switches	С	6	3	May be inoperative provided all switches on opposite keypad operate normally.			
-61-04-03	Rotary CURSOR CONTROL Selector	С	2	1	One may be inoperative provided: a) All switches on opposite keypad operate normally, and b) Associated touchpad cursor control device (CCD) operates normally.			
-61-04-04	Switch Lights, Key Lights, EXEC Lights	С	106	0				

AIRCRAFT:	VIATION ADMINISTRAT		/ SIC)N N	O. 14 PAGE NO.		
7 (ITCOTO II T.	Boeing 787			DATE: 08/10/2017 31-6			
					E KEY		
SYSTEM & SEQUENCE NO.	ITEM		REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		BER INSTALLED NUMBER REQUIRED FOR DISPATCH		
Sequence No.	ING/RECORDING SYST	EIVIS 1	2	3	4	Chang	
-61-05	EFIS/DSP Panels	C	2	1	(O) One may be inoperative provided: a) Touchpad cursor control devices (CCD) operate normally, b) Multifunction keypads (MFK) operate normally, and c) Display units operate normally.	Bar	
-61-05-01	Display Lights	С	4	0			
-61-05-02	Switch Lights	С	24	0			
-61-06	PFD/MFD Selector Switches						
-61-06-01	OUTBD Position	С	2	1	 (M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally. 		
-61-06-02	INBD Position	С	2	1	 (M) One may be inoperative provided: a) Opposite switch is verified to operate normally, b) Associated selector switch remains in NORM position, and c) Display units operate normally. 		
-61-06-03	Left NORM Position						
-61-06-03A		В	1	0	May be inoperative with associated selector switch in OUTBD position provided left inboard display unit is considered inoperative.		
-61-06-03B		В	1	0	May be inoperative with associated selector switch in INBD position provided left outboard display unit is considered inoperative.		

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: REVISION NO. 14 PAGE NO.										
AIRCRAFT:						PAGE NO.				
	Boeing 787				8/10/2017	31-7				
SYSTEM & SEQUENCE	ITEM	_	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH							
NO.				3: :		OR EXCEPTIONS				
31. INDICAT	ING/RECORDING SYSTE	MS								
Sequence No.	Item	1	2	3	4		Chang Bar			
-61-07	Instrument Source (AIR DATA/ATT) Selector Switches									
-61-07-01	ALTN Position	С	2	1	a) Oppos is verif and b) Assoc	be inoperative provided: site AIR DATA/ATT switch fied to operate normally, iated selector switch as in AUTO position.				
-61-08	Clock Switches	С	2	1						
-61-09	Heading Reference (HDG REF) Switch									
-61-09-01	TRUE Function	С	1	0		operative provided enroute o not require its use.				
-61-09-02	NORM Light	С	1	0						
-61-09-03	TRUE Light	С	1	0						
-61-10	Remote Light Sensor (RLS) System	С	1	0						
-61-11	Electronic Checklist (ECL) System	С	1	0	a) Electro deactiv b) Establ	e inoperative provided: onic checklist is vated, and ished paper checklist dures are used.				
-61-11-01	ECL Closed Loop Switch Indications	С	-	0	line item over	operative provided ECL ride procedures are used to complete checklists.				
-61-12	EICAS Status Messages									
-61-12A		С	-	0	associated eq	operative provided quipment is verified to ally before each departure.				
-61-12B		С	-	0		rative provided associated considered inoperative.				

ITEM RECORDING SYSTEM Doort Map Function ad-Up Display (HUD) stems	MM 1. F	DAT EL T REP	E: 0	IO. 14 8/10/2017 IE KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures do not require its use.	Change Bar
ITEM RECORDING SYSTEM Doort Map Function ad-Up Display (HUD)	1. F	2 1	3 0	LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
RECORDING SYSTEM Doort Map Function ad-Up Display (HUD)	1. F	2 1	3 O	CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
RECORDING SYSTEM Doort Map Function ad-Up Display (HUD)	MIS 1	2 1	3. f	IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
RECORDING SYSTEM Doort Map Function ad-Up Display (HUD)	1 C	1	3. 1	4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures.	
RECORDING SYSTEM Doort Map Function ad-Up Display (HUD)	1 C	1	0	4 (O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
port Map Function ad-Up Display (HUD)	1 C	1	0	(O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
port Map Function ad-Up Display (HUD)	1 C	1	0	(O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
ad-Up Display (HUD)	С	1	0	(O) May be inoperative or database may be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
ad-Up Display (HUD)				be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
				be out of currency provided alternate procedures are established and used. May be inoperative or database may be out of currency provided procedures	
	D	1	0	out of currency provided procedures	
	С	2	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Any mode which operates normally may be used.	
	D	2	0	May be inoperative provided procedures do not require its use.	
	С	1	0	May be inoperative provided takeoff minima do not require its use.	
	D	1	0	May be inoperative provided procedures do not require its use.	
clutter Switches	С	2	0		
	С	2	0	May be inoperative and associated HUD used if acceptable to affected crewmember.	
	v Visibility Takeoff nction clutter Switches ghtness (BRT) ntrols	v Visibility Takeoff nction C D clutter Switches C ghtness (BRT) C	v Visibility Takeoff nction C 1 D 1 clutter Switches C 2 ghtness (BRT) C 2	v Visibility Takeoff nction C 1 0 D 1 0 clutter Switches C 2 0 ghtness (BRT) C 2 0	do not require its use. C 1 0 May be inoperative provided takeoff minima do not require its use. D 1 0 May be inoperative provided procedures do not require its use. Clutter Switches C 2 0 May be inoperative and associated HUD used if acceptable to affected

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	N			1717 (0.1.2		
AIRCRAFT:		RE\			O. 14	PAGE NO.	
	Boeing 787		DAT	E: 08	8/10/2017	31-9	
-					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. r		BER INSTALLI		
NO.				3. ľ		UIRED FOR DISPATCH OR EXCEPTIONS	
31 INDICATI	ING/RECORDING SYSTEM	MS			4. INEMARKS	ON EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
-61-15	Display Panel Interface	С	1	0		tched with DISPLAY	Dai
01.10	Diopidy 1 diloi interideo		•		PANEL INTER	RFACE faults.	
		_					
-61-16	Displays Airplane	С	1	0		tched with DISPLAYS AP	
	Sequence Number Monitor				SEQ DISAGR	EE lauils.	
	World						
-61-17	Clock ELAPSED TIME	С	2	1			
	Displays						

U.S. DEPARTMENT OF TRANSPORTATION										
					MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:	VIATION ADMINISTRATIC		VISIO	ON N	O. 15 PAGE NO.					
	Boeing 787				2/15/2017 32-1					
		ММ	EL T	ABL	E KEY					
SYSTEM &		1. F			CATEGORY					
SEQUENCE	ITEM		NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH							
NO.				3.1	4. REMARKS OR EXCEPTIONS					
32. LANDING GEAR										
Sequence No.	Item	1	2	3	4 Change Bar					
-00-01	Landing Gear Synoptic Display	С	1	0						
-08-01	Proximity Sensing System									
-08-01-01	Proximity Sensor Data Concentrator (PSDC) 1	С	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.					
-08-01-02	Proximity Sensor Data Concentrator (PSDC) 6	С	1	0	May be inoperative or have faults provided associated equipment is considered inoperative.					
-08-01-03	PSDC 2, 3, 4, 5 Power Sources	С	8	4	One power source for each PSDC may be inoperative.					
-08-01-04	PSDC 1, 6 Databuses	С	4	2	One databus for each PSDC may be inoperative.					
-08-01-05	PSDC 2, 3, 4, 5 Databuses	С	8	4	(M) One databus for each PSDC may be inoperative provided each inoperative databus is verified to be connected to the remote data concentrator (RDC) in position 19.					
-09-01	Air/Ground Sensors	С	8	4	(M) One tilt sensor on each main landing gear and one strut compression sensor on each main landing gear may be inoperative.					

AIRCRAFT:	VIATION ADMINISTRATIO Boeing 787				O. 15 2/15/2017	PAGE NO. 32-2	
	Dooling 707	ММ				<i>UL L</i>	
SYSTEM & SEQUENCE NO. 32. LANDING	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4		Chang
-30-01	Landing Gear Actuation System	С	1	0	(M)(O) May be a) Landin down p b) Airplar accord	e inoperative provided: ng gear is secured in the position, and ne is dispatched in dance with the AFM ng Gear Extended idix.	Daf
-30-02	Semi Lever Gear System (787-10)	C	2	0	a) Landir down p b) Airplar accord	e inoperative provided: ng gear is secured in the position, and ne is dispatched in dance with the AFM ng Gear Extended ndix.	

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MACTE		ICT			
FEDERAL A	VIATION ADMINISTRATIO	<u>N</u>			IVIASTE	R MINIMUM EQUIPMENT L	101			
AIRCRAFT:					IO. 15	PAGE NO.				
	Boeing 787		DATE: 12/15/2017 32-3							
					.E KEY CATEGORY					
SYSTEM &		1.1			BER INSTALL	ED				
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH				
4. REMARKS OR EXCEPTIONS										
32. LANDING			1	ı	1		Change			
Sequence No.	Item	1	2	3	4		Bar			
-30-03	Semi Lever Gear Lock System (787-10)	С	1	0	a) Both losysten semi losem lo	e inoperative provided: ockup valve control ns for the left and right ever gears are deactivated, eft and right semi lever gear ctions are verified to te normally once each day, and priate performance ments are applied.				
-30-03-01	Left Lockup Valve Control Systems (1 and 2) (787-10)	С	2	1	a) Inoper deacti b) Rema contro operat flight c	rative system is vated, ining left lockup valve of system is verified to the normally once each day, and sockup valve control ons for the right semi lever operate normally.				
-30-03-02	Right Lockup Valve Control Systems (1 and 2) (787-10)	С	2	1	a) Inoper deacti b) Rema contro operat flight c	rative system is vated, ining right lockup valve of system is verified to the normally once each day, and lockup valve control ons for the left semi lever operate normally.				

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:			VISIO	ON N	IO. 15 PAGE NO.	
	Boeing 787		DATE: 12/15/2017 32-4			
					E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR			1		
Sequence No.	Item	1	2	3	4 Change Bar	
-30-04	Semi Lever Gear Hydraulic Isolation Valve (787-10)	С	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix.	
-30-04-01	Valve Control Solenoids (787-10)	С	2	1	(M) May be inoperative provided: a) Inoperative solenoid is deactivated, and b) Remaining valve control solenoid is verified to operate normally once each flight day.	
-30-05	Semi Lever Gear Hydraulic Pressure Sensors (787-10)	С	2	0	(M) May be inoperative provided: a) Inoperative sensor is deactivated, and b) Associated semi lever gear telescoping piston is verified to operate normally once each flight day.	
-30-06	Semi Lever Gear Gas Pressure/Temperature Sensors (787-10)	С	2	0	(M) May be inoperative provided: a) Inoperative sensor is deactivated, and b) Gas pressure in associated semilever gear is verified to be within the required range once each flight day.	
-31-01	Landing Gear Lever Lock Solenoid	С	1	0	(O) May be inoperative provided solenoid is in the locked position.	

AIRCRAFT:	VIATION ADMINISTRATION		REVISION NO. 15 PAGE NO.						
	Boeing 787		DATE: 12/15/2017 32-5						
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR O		LED QUIRED FOR DISPATCH S OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4		Chang		
-31-02	Landing Gear Control Relays		_				Bar		
-31-02-01	Landing Gear Control Reset Relays	С	2	1	a) Inope and b) Oppo	be inoperative provided: erative relay is deactivated, esite system channel is ed to operate normally.			
-31-02-02	Main Landing Gear Inhibit Relays	С	6	3	channel prov a) Inope and b) Oppo	noperative on one system rided: erative relay is deactivated, esite system channel is ed to operate normally.			
-31-02-03	Nose Landing Gear Inhibit Relays	С	6	3	channel prov a) Inope and b) Oppo	noperative on one system rided: erative relay is deactivated, esite system channel is ed to operate normally.			

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
					MASTER MINIMUM EQUIPMENT LIST		
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 15 PAGE NO.		
	Boeing 787		DATE: 12/15/2017 32-6				
		ММ	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE			2. [BER INSTALLED NUMBER REQUIRED FOR DISPATCH		
NO.				3.1	4. REMARKS OR EXCEPTIONS		
32. LANDING	G GEAR						
Sequence No.	Item	1	2	3	4 Change Bar		
-31-03	Landing Gear Control Solenoids						
-31-03-01	Main Landing Gear Control Solenoids	С	18	9	 (M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally. 		
-31-03-02	Nose Landing Gear Control Solenoids	С	12	6	 (M) May be inoperative on one system channel provided: a) Inoperative solenoid is deactivated, and b) Opposite system channel is verified to operate normally. 		
-31-04	Landing Gear Control Sensors						
-31-04-01	Main Landing Gear Control Sensors	С	16	15	(M) One may be inoperative deactivated.		
-31-04-02	Nose Landing Gear Control Sensors	С	6	5	(M) One may be inoperative deactivated.		
-31-05	Landing Gear Control Lever Switches	С	6	5	(M) One may be inoperative provided remaining landing gear control lever switches are verified to operate normally.		
-31-06	Landing Gear Door Safety Valve Indication Systems	С	3	0	 (M) May be inoperative provided: a) Associated landing gear door is verified to open and close normally, and b) Associated landing gear door safety valve is verified to be in the STOW position before each departure. 		

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 15 PAGE NO.				
	Boeing 787	DATE: 12/15/2017 32-7							
					LE KEY				
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUN	CATEGORY //BER INSTALLED NUMBER REQUIRED FOR DISPATCH				
110.					4. REMARKS OR EXCEPTIONS				
32. LANDING	GEAR		•						
Sequence No.	Item	1	2	3	4 Chang Bar				
-31-07	Landing Gear Bypass/Auto-Off Valve System								
-31-07-01	Nose Landing Gear	С	1	0	 (M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix. 				
-31-07-01-01	Pressure Transducer	С	1	0	 (M) May be inoperative provided: a) Nose landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Nose landing gear bypass/auto-off valve is verified to operate normally. 				
-31-07-02	Main Landing Gear	С	1	0	 (M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix. 				
-31-07-02-01	Pressure Transducer	С	1	0	 (M) May be inoperative provided: a) Main landing gear bypass/auto-off valve pressure transducer is deactivated, and b) Main landing gear bypass/auto-off valve is verified to operate normally. 				
-32-01	Main Gear Door Uplock Springs (CN AA26494 Not Incorporated)	В	4	3	(M)(O) One spring on one main gear door uplock mechanism may be missing provided the gear extend speed placard is not exceeded.				
-32-02	Main Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear uplock mechanism may be missing provided the gear extend speed placard is not exceeded.				

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 15 PAGE NO.	
,	Boeing 787				2/15/2017 32-8	
		_			E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-32-03	Main Gear Side Brace Downlock Springs Landing Gear Alternate	В	8	6	One inner or one outer coil spring may be broken or missing from one downlo spring assembly on each main gear si brace.	ck
	Extend System					
-35-01A		С	1	0	 (M) May be inoperative provided: a) Landing gear doors are verified to open using the alternate extend system, b) Landing gear control relays operate normally, c) Landing gear control solenoids operate normally, d) Landing gear control sensors operate normally, and e) Landing gear control lever switches operate normally. 	
-35-01B		C	1	0	 (M)(O) May be inoperative provided: a) Landing gear is secured in the down position, b) Alternate extend system is deactivated, and c) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix. 	

	VIATION ADMINISTRATION		// 014	2012	10. 45	DAGENG	
AIRCRAFT:	Boeing 787	KE,			IO. 15 2/15/2017	PAGE NO. 32-9	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
32. LANDING	1	1 .	I .		T.		Cha
Sequence No.	Item	1	2	3	4		В
-35-02	Ground Door Release Control System						
-35-02A		С	1	0	a) Both of are version are version b) Landi to ope extending to close	noperative provided: door open control switches erified to be open, ng gear doors are verified en using the alternate d system, and ng gear doors are verified se using the ground door se closing function.	
-35-02B		С	1	0	a) Landi down b) Landi syster c) Airpla accor	ne inoperative provided: ng gear is secured in the position, ng gear alternate extend m is deactivated, and ne is dispatched in dance with the AFM ng Gear Extended ndix.	
-42-01	Autobrake System	С	1	0		erative provided autobrake ains in the OFF position.	
-42-02	Antiskid Control Systems	С	8	6	landing gear a) Associon deact b) Brake associon norma c) Electric remaind truck d) Appropriate adjusting deact e) After for 2 r	be inoperative on one main wheel per truck provided: ciated wheel brake is ivated, es on remaining wheels on ciated truck operate ally, ric brake actuators on ning wheels on associated operate normally, opriate performance truck for brake ivated are applied, and takeoff, gear remains down minutes before retraction.	

AIRCRAFT:	VIATION ADMINISTRATION		/101/	7/11/	O. 15 PAGE NO.	
AIRCRAFT:	Boeing 787	KE			2/15/2017 PAGE NO. 32-10	
		MM	EL T	ABL	E KEY	
CVCTEM		1. F	REPA	AIR (CATEGORY	
SYSTEM & SEQUENCE	ITEM		2.1	MUV	BER INSTALLED	
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Cha Ba
-44-01	Brake Status Lights (On Nose Gear)					
-44-01A		С	3	0	(O) May be inoperative provided alternate procedures are established and used.	
-44-01B		D	3	0	May be inoperative provided procedures do not require their use.	
-45-01	Wheel Brake Systems	С	8	6	 (M)(O) May be inoperative on one main landing gear wheel per truck provided: a) Inoperative wheel brake is deactivated, b) Electric brake actuator systems on remaining wheels on associated truck operate normally, c) Appropriate performance adjustments for brake deactivated are applied, and d) After takeoff, gear remains down for 2 minutes before retraction. NOTE: In the event of engine failure after V₁, retract landing gear afte takeoff. 	r
-45-01-01	Electric Brake Actuator Systems	С	32	24	 (M)(O) One per wheel may be inoperative provided: a) Inoperative electric brake actuator is deactivated, b) Remaining wheel brake systems on associated truck have not been deactivated, and c) Appropriate performance adjustments for electric brake actuator deactivated are applied. 	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	O. 15 PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017 32-11	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. 6		MUŅ	DATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chang
-45-02	Wheel Tie Bolts	A	-	-	(M) One per wheel may be broken or missing provided: a) Affected wheel is checked for broken parts or damage and is replaced if broken parts or damage is found, b) Associated brake is checked for broken parts or damage and is replaced or deactivated if broken parts or damage is found, c) Before each departure, wheel is inspected for additional broken or missing tie bolts, and d) Operations are limited to five flights before repairs are made.	Bar
-45-03	Nose Gear Spin Brake	С	2	0	 (O) May be inoperative or missing provided gear remains down for 2 minutes before retraction after takeoff. NOTE: In the event of engine failure after V₁, retract landing gear after takeoff. 	-
-46-01	Brake Temperature Monitor System (BTMS)	С	1	0	May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed. NOTE: Any portion of the system which operates normally may be used.	

AIRCRAFT:	VIATION ADMINISTRATIC				O. 15 PAGE N					
	Boeing 787		DATE: 12/15/2017 32-12							
					E KEY					
SYSTEM & SEQUENCE NO.	ITEM	1. 1		MUŅ	CATEGORY BER INSTALLED NUMBER REQUIRED FO 4. REMARKS OR EXC					
32. LANDIN	G GEAR									
Sequence No.	Item	1	2	3	4		Change Bar			
-49-01	Tire Pressure Indication System (TPIS)									
-49-01-01	Nose Wheel TPIS									
-49-01-01A		С	1	0	(M) May be inoperative a) Nose wheel TPI and b) Alternate proced established and	S is deactivated, dures are				
-49-01-01B		D	1	0	(M) May be inoperative a) Nose wheel TPI and b) Procedures do r use.	S is deactivated,				
-49-01-02	Main Wheel TPIS									
-49-01-02A		С	1	0	(M) May be inoperative alternate procedures are and used.	-				
					NOTE: Any portion of the operates normal					
-49-01-02B		D	1	0	May be inoperative provide not require its use.	vided procedures				
-51-01	Nose Wheel Steering									
-51-01-01	Nose Wheel Steering Channels	С	2	1	(M) One may be inoperadeactivated.	ative				
-51-01-02	Rudder Pedal Steering Channels	С	3	2						

	VIATION ADMINISTRATI		/101/	7111	O. 15 PAGE NO.	
AIRCRAFT:	Boeing 787	KE			2/15/2017 PAGE NO. 32-13	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F	REP	AIR (CATEGORY	
SEQUENCE	ITEM		2.1	MUN	BER INSTALLED	
NO.	I I LIVI			3.1	NUMBER REQUIRED FOR DISPATCH	
110.					4. REMARKS OR EXCEPTIONS	
32. LANDING	G GEAR					
Sequence No.	Item	1	2	3	4	Chan Ba
-51-02	Nose Wheel Tillers					
-51-02-01	Left Tiller	С	1	0	(O) May be inoperative provided: a) Right tiller operates normally, and b) Alternate procedures are established and used.	
-51-02-02	Right Tiller					
-51-02-02A		С	1	0	(O) May be inoperative provided: a) Left tiller operates normally, and b) Alternate procedures are established and used.	
-51-02-0B		D	1	0	May be inoperative provided: a) Left tiller operates normally, and b) Procedures do not require its use.	
-51-02-03	Nose Wheel Tiller Channels	С	6	4	One channel in each tiller may be inoperative.	
-51-03	Nose Wheel Steering Rudder Pedal Disconnect Switches					
-51-03A		С	2	0	May be inoperative in disconnected position.	
-51-03B		С	2	1	One may be inoperative in connected position provided remaining switch is used to disconnect nose wheel steering for rudder sweeps.	

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 15 PAGE NO.	
	Boeing 787				2/15/2017 32-14	
					E KEY	
SYSTEM &		1. F	$\overline{}$		CATEGORY	
SEQUENCE	ITEM		2. [BER INSTALLED	
NO.				3. 1	NUMBER REQUIRED FOR DISPATCH	
22 I ANDING	CEAD				4. REMARKS OR EXCEPTIONS	
32. LANDING	I	1	2	2	4	Chai
Sequence No.	Item			3		Ва
-61-01	Landing Gear Position Indication System	С	2	0	 (M)(O) May be inoperative provided: a) Landing gear is secured in the down position, and b) Airplane is dispatched in accordance with the AFM Landing Gear Extended Appendix. 	
-61-02	Landing Gear Door Close Position Indication Sensors	С	6	3	(M) One on each landing gear may be inoperative deactivated.	
-61-03	Main Landing Gear Uplock Position Indication Sensors	С	4	2	 (M) One on each main landing gear may be inoperative provided: a) Inoperative sensor is deactivated, and b) Associated landing gear door close position indication sensors operate normally. 	
-71-01	Tail Strike Detector Channels					
-71-01-01		С	2	1		
-71-01-02		С	2	0	 (M)(O) May be inoperative provided: a) Tail section is visually inspected for damage before each departure, b) Alternate tail strike detection procedures are established and used, and c) TAIL STRIKE caution message is disabled. 	

AIRCRAFT:	VIATION ADMINISTRATION				O. 15 PAGE NO.	
	Boeing 787				2/15/2017 33-1	
SYSTEM & SEQUENCE NO. 33. LIGHTS	ITEM	1. F	2. I	AIR (NUM 3. I	E KEY CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	Chang
Sequence No.	Item	1	2	3	4	Bar
-11-01	Flight Compartment Illumination System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
-11-01-01	STORM Switch ON Light	С	1	0		
-13-01	Master Brightness Control System	С	1	0	May be inoperative provided: a) Master brightness control switch remains off, and b) Display unit brightness/contrast controls operate normally.	
-16-01	Master Auto and Test System	В	1	0	AUTO function may be inoperative provided: a) TEST and BRT functions operate normally, and b) Light intensity and configuration is acceptable to the flightcrew.	

AIRCRAFT:	Boeing 787	RE'			O. 15 2/15/2017	PAGE NO. 33-2	
	Docing 707	DADA	33-2				
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change
-21-01	Passenger Compartment Illumination System						Bar
-21-01-01	Airplanes without Photoluminescent Escape Path Lighting	С	-	-	provided suffi	its may be inoperative cient lighting remains for s to perform their duties.	
-21-01-02	Airplanes with Photoluminescent Escape Path Lighting	С	-	-	provided: a) No mo assem cabin b) Inoper assem c) Inoper assem oppos zone, d) Suffici	rative ceiling light hblies are not adjacent, rative ceiling light hblies are not directly lite each other in a cabin and lent lighting remains for hembers to perform their	
-24-01	Passenger Information Signs						
-24-01A		С	-	-	a) PA sy and ca throug flight, b) PA sy passe passe	stem operates normally an be clearly heard shout the cabin during and stem is used to alert ngers when associated nger lighted information is inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMONIEQUIPMENT LIST		
AIRCRAFT:	Boeing 787	RE'		_	NO. 15 PAGE NO. 12/15/2017 33-3		
		ММ	EL T	ABL	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
33. LIGHTS							
Sequence No.	Item	1	2	3	4 Change Bar		
-24-01	Passenger Information Signs (Cont'd)						
-24-01B		С	-	-	 (M) May be inoperative provided: a) Passenger seats from which a passenger lighted information sign is not readily legible are blocked and placarded "DO NOT OCCUPY", and b) Lavatory with passenger lighted information sign not readily legible has entrance door locked closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These conditions are not 		
-24-01C		С	-	-	intended to prohibit lavatory use or inspections by crewmembers. (O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.		
-24-01-01	Flight Deck Automatic Function	С	-	0	(O) May be inoperative provided alternate procedures are established and used.		
-31-01	Main Wheel Well and Nose Wheel Well Service Area Lights						
-31-01A		С	6	0			
-31-01B		D	6	0	Individual lights may be inoperative provided procedures do not require use of service lights.		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N			
	VIATION ADMINISTRATIO				MASTER MINIMUM EQUIPMENT	LIST
AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 15 PAGE NO.	
, t 3	Boeing 787				2/15/2017 33-4	
		MM	EL T	ABL	E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				3. 1	4. REMARKS OR EXCEPTIONS	
33. LIGHTS					<u>'</u>	
Sequence No.	Item	1	2	3	4	Change Bar
-37-01	Interior Cargo Lights	D	-	-	Individual lights may be inoperative provided sufficient lighting remains for ground personnel to perform their duties.	
-37-02	Exterior Cargo Lights	D	4	0		
-41-01	Wing Illumination Lights	С	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
-41-01-01	WING Switch ON Light	С	1	0		
-42-01	Landing and Taxi Lights					
-42-01A		С	8	6	May be inoperative provided: a) Inoperative lights are not on same side, and b) At least one light in each symmetrical pair of lights (left to right) operates normally.	
-42-01B		С	8	0	May be inoperative provided operations are not conducted during night.	I
-42-02	Runway Turnoff Lights	С	2	0		
-43-01	Position Lights					
-43-01A		С	8	4	 May be inoperative provided: a) One red wingtip light operates normally, b) One green wingtip light operates normally, c) For one or both white tailcone lights inoperative, both white wingtip lights operate normally, and d) For one or both white wingtip lights inoperative, both stationary white tailcone lights operate normally. 	
					(Continued)	

EEDERNI A	VIATION ADMINISTRATIO	M			MASTER MINIMUM EQUIPMENT	LICI
AIRCRAFT:	VIATION ADMINISTRATIC		VISIC	N NC	O. 15 PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017 33-5	
		_			E KEY	
SYSTEM &		1. F			CATEGORY	
SEQUENCE	ITEM		2. 1		BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
NO.				0. 1	4. REMARKS OR EXCEPTIONS	
33. LIGHTS			,			
Sequence No.	Item	1	2	3	4	Change Bar
-43-01	Position Lights (Cont'd)					
-43-01B		С	8	0	May be inoperative between sunrise and sunset.	
-43-01-01	NAV Switch ON Light	С	1	0		
-44-01	Anti-Collision Lights					
-44-01-01A		С	2	1	May be inoperative provided white tail and wing tip strobe lights operate normally.	
-44-01-01B		С	2	0	May be inoperative provided: a) At least one white tail or wing tip strobe light operates normally, and b) Operations are not conducted during night.	
-44-01-02A		С	4	0	May be inoperative provided red upper and lower fuselage strobe lights operate normally.	
-44-01-02B		С	4	0	May be inoperative provided: a) At least one red fuselage strobe light operates normally, and b) Operations are not conducted during night.	
-44-01-03	BEACON Switch On Light	С	1	0		
-45-01	Logo Lights	D	2	0		
-45-01-01	LOGO Switch ON Light	D	1	0		

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIO	<u>N</u> _			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Paging 797	RE\			NO. 15 PAGE NO. 12/15/2017 33-6
	Boeing 787	BABA			
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
33. LIGHTS		1		<u> </u>	4. NEW KKE OK EXCELLIONS
Sequence No.	Item	1	2	3	4 Chang Bar
-49-01 ***	Exterior Passenger Door Viewing Lights	С	8	4	
-51-01	Emergency Lights System	С	1	0	 (O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.
-51-01-01	Main-Aisle Overhead Emergency Lights	С	-	-	Two main-aisle overhead emergency lights may be inoperative between each pair of fore and aft adjacent passenger entry doors provided: a) Inoperative lights are not located over same aisle, and b) Overhead emergency lights integrated into exit locator signs at associated passenger entry doors operate normally.
-51-01-02	Cross-Aisle Overhead Emergency Lights	С	-	-	One cross-aisle overhead emergency light may be inoperative at each passenger entry door pair.
-51-02	Floor Proximity Lighting Systems	С	-	0	 (O) May be inoperative provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used. (Continued)

	TMENT OF TRANSPORTA		•		MASTE	ER MINIMUM EQUIPMENT LIS	ST
AIRCRAFT:	/IATION ADMINISTRATIO		VISIO	ON N	IO. 15	PAGE NO.	
	Boeing 787		DAT	E: 1	2/15/2017	33-7	
		_			E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2.1		BER INSTALL	UIRED FOR DISPATCH	
NO.				0. 1		OR EXCEPTIONS	
33. LIGHTS							
Sequence No.	Item	1	2	3	4	C	hang Bar
-51-02	Floor Proximity Lighting Systems (Cont'd)						
-51-02-01	Seat-Mounted Proximity Lights	С	-	-	a) Inoper are no and b) Seat-r each p	erative provided: rative seat-mounted lights of adjacent to each other, mounted lights adjacent to passenger entry door te normally.	
-51-02-02	Main-Aisle Monument Mounted Proximity Lights	С	-	-	One main-ais per aisle side	sle light may be inoperative on a monument where e lights per aisle side are	
-51-02-03	Cross-Aisle Monument Mounted Proximity Lights	С	-	-	on a monume	sle light may be inoperative ent where two cross-aisle called provided light is not ttendant seat.	
-51-02-04	Exit Identifiers						
-51-02-04-01	Door 1	С	4	2		fier (backlight and/or each door may be	
-51-02-04-02	Door 2 and Door 3	С	8	4	One exit iden	tifier floodlight at each door erative.	
-51-02-04-03	Door 4	С	4	2		identifier (backlight and/or each door may be	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO					PAGE NO.	
	Boeing 787				2/15/2017	33-8	
SYSTEM & SEQUENCE NO.	ITEM		REPA	AIR C		D JIRED FOR DISPATCH OR EXCEPTIONS	
33. LIGHTS	It				4	Ci	hang
Sequence No.	Item	1	2	3	4		Bar
-51-02	Floor Proximity Lighting Systems (Cont'd)						
-51-02-05 ***	Photoluminescent Escape Path Marking System	C	_	-	may be inopera a) No mor segmer cabin zo b) A minim photolu operate inopera c) Inopera be later NOTE 1: Photo assoc door s	hotoluminescent strip ative provided: te than four 10-inch ints are inoperative in each one aisle, num of 72 inches of minescent strip must e normally between tive segments, and ative segments must not rally adjacent in an aisle. Columinescent strips ciated with an inoperative slide/raft are not required. Din zone is the passenger area between two sets of entry door pairs.	

34. NAVIGATION 34. NAVIGATION 34. NAVIGATION 34. NAVIGATION 35. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 36. REMARKS OR EXCEPTIONS 37. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 5. REMARKS OR EXCEPTIONS 5. LEft pitot Air Data delete pitot dra delete proteins protei	U.S. DEPARTMENT	OF TRANSPORTA	TIOITA	N						
REVISION NO. 14 DATE: 08/10/2017 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. 34. NAVIGATION Sequence No. Item	FEDERAL AVIATIO	N ADMINISTRATIO	N			MAST	ER MINIMUM EQUIPMENT	LIST		
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence No. Item 1 2 3 3 4 Charge and sequence Plot of Probes are inspected before each departure, b) Left and center pitot probes are normally, c) Static air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and () Approach minimums do not require its use. 1-12-01-02 Left Pitot Air Data Module Nodule () Approach minimums do not require its use. 1-12-01-02 Left Pitot Air Data Module () Approach minimums do not require its use. 1-12-01-02 Left Pitot Air Data Module () Approach minimums do not require its use. 1-12-01-02 Left Pitot Air Data Module () Approach minimums do not require its use.		147 (BIVIII VIOTIVI (TIO		VISIC	N NC	O. 14	PAGE NO.			
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NAVIGATION 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 3. NUMBER RINSTALLED 5. NUMBER INSTALLED 5. NUMBER INSTAL	Boeing	787		DAT	E: 0	8/10/2017	34-1			
SYSTEM & SEQUENCE NO. ITEM 3. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 34. NAVIGATION Sequence No. Item 1 2 3 4										
34. NAVIGATION Sequence No. Nem 1 2 3 4 Charges Regulated For DISPATCH 12-01 Pitot Air Data Modules Pitot Air Data Module Pitot	SYSTEM &		1. F				I E D			
34. NAVIGATION Sequence No. tem	SEQUENCE	ITEM		2.1						
Tequence No. N	NO.				• •					
-12-01 Pitot Air Data Modules -12-01-01 Right Pitot Air Data Module Right Pitot Air Data Module B 1 0 (M) May be inoperative provided: a) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. -12-01-02 Left Pitot Air Data Module B 1 0 (M) May be inoperative provided: a) Right and center pitot probe heater systems operate normally, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot probe heater systems operate normally, d) Static air data modules operate normally, d) Approach minimums do not require its use.	34. NAVIGATION									
-12-01-01 Right Pitot Air Data Module B 1 0 (M) May be inoperative provided: a) Left and center pitot probe are inspected before each departure, b) Left and center pitot air data modules operate normally, c) Left and center pitot air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. -12-01-02 Left Pitot Air Data Module B 1 0 (M) May be inoperative provided: a) Right and center pitot probe are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, d) Static air data modules operate normally, d) Approach minimums do not require its use.	Sequence No. Item		1	2	3	4		Change Bar		
Module a) Left and center pitot probes are inspected before each departure, b) Left and center pitot probe heater systems operate normally, c) Left and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use. -12-01-02 Left Pitot Air Data Module B 1 0 (M) May be inoperative provided: a) Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, d) Static air data modules operate normally, d) Static air data modules operate normally, d) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.	-12-01 Pitot /	Air Data Modules								
A Right and center pitot probes are inspected before each departure, b) Right and center pitot probe heater systems operate normally, c) Right and center pitot air data modules operate normally, d) Static air data modules operate normally, e) AIR DATA/ATT instrument source switches operate normally, and f) Approach minimums do not require its use.	9		В	1	0	a) Left a inspector inspec	and center pitot probes are ected before each departure, and center pitot probe er systems operate ally, and center pitot air data ules operate normally, air data modules operate ally, DATA/ATT instrument be switches operate ally, and oach minimums do not			
(Continued)			В	1	0	a) Right inspections in spections in spections in spections in spections in spections in specific source in source in specific sp	t and center pitot probes are ected before each departure, t and center pitot probe er systems operate ally, t and center pitot air data ules operate normally, to air data modules operate ally, DATA/ATT instrument be switches operate ally, and oach minimums do not			
(Conunueo)						(Continued)				

	VIATION ADMINISTRATIO		"01			ER MINIMUM EQUIPMENT L	IST
AIRCRAFT:	Boeing 787	RE			IO. 14 8/10/2017	PAGE NO. 34-2	
		ММ	EL T	ABL	E KEY	<u> </u>	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Change Bar
-12-01	Pitot Air Data Modules (Cont'd)						
-12-01-03	Center Pitot Air Data Module	В	1	0	a) Left ar inspect b) Left ar system c) Left ar modul d) Static norma e) AIR D source norma f) Appro	noperative provided: and right pitot probes are beted before each departure, and right pitot probe heater ans operate normally, and right pitot air data ales operate normally, air data modules operate ally, ATA/ATT instrument a switches operate ally, and ach minimums do not a its use.	
-12-02	Static Air Data Modules						
-12-02-01	Right Static Air Data Module	В	1	0	a) Left st operat b) Pitot a norma c) Pitot p operat d) AIR D source norma e) At leas norma f) Appro	orobe heater systems te normally, ATA/ATT instrument e switches operate	

AIRCRAFT:	VIATION ADMINISTRATIC		\ <u> </u>	N NC	O. 14 PAGE NO.	
7.11.010.11.	Boeing 787				8/10/2017 34-3	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F	$\overline{}$	NUM	BER INSTALLED NUMBER REQUIRED FOR DISPATCH	
34. NAVIGA	TION				4. REMARKS OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4	Chan
-12-02	Static Air Data Modules (Cont'd)	•		3		Bar
-12-02-02	Left Static Air Data Module	В	1	0	 May be inoperative provided: a) Right static air data module operates normally, b) Pitot air data modules operate normally, c) Pitot probe heater systems operate normally, d) AIR DATA/ATT instrument source switches operate normally, e) At least one GPS operates normally, and f) Approach minimums do not require its use. 	
-12-03	Angle of Attack (AOA) Sensors	В	2	1	 (M) One may be inoperative provided: a) Associated sensor is deactivated, and b) Approach minimums do not require its use. 	
-12-03-01	AOA Resolvers					
-12-03-01A		В	4	2	May be inoperative provided one resolver for each sensor operates normally.	
-12-03-01B		В	4	2	 (M) May be inoperative provided: a) Sensor with inoperative resolvers is deactivated, b) Both resolvers for remaining sensor operate normally, and c) Approach minimums do not require its use. 	3

US DEPAR	TMENT OF TRANSPORTA	TIOI	N				
			•		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AV	VIATION ADMINISTRATIO		/1910	א ואכ	O. 14 PAGE NO.		
AIIVOIVAI 1.	Boeing 787	IXL			8/10/2017 34-4		
		MM	EL T	ABL	E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. I		BER INSTALLED		
NO.			NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
34. NAVIGAT	TION	<u> </u>			4. REMARKS OR EXCEPTIONS		
Sequence No.	Item	1	2	3	4 Change Bar		
-16-01	Altitude Alerting System	Α	1	0	(O) May be inoperative provided:		
					 a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days. 		
-21-01	Earth Reference System (ERS)						
-21-01-01	Inertial Reference Units (IRU)	С	2	1	 (M) One may be inoperative provided: a) Inoperative IRU is deactivated, b) AHRUs operate normally, and c) At least one GPS operates normally. 		
-21-01-01-01	ON BAT Light	С	1	0			
-21-01-02	Attitude/Heading Reference Units (AHRU)	С	2	1	(M) One may be inoperative provided:a) Inoperative AHRU is deactivated, andb) IRUs operate normally.		
-23-01	Non-Stabilized Magnetic Compass (Standby)	В	1	0	May be inoperative provided ISFD heading display operates normally.		
-24-01	Integrated Standby Flight Display (ISFD)						
-24-01-01	Attitude Indication	В	1	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.		
					(Continued)		

FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 14	PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017	34-5	
		_			E KEY		
SYSTEM &		1. F	$\overline{}$		CATEGORY BER INSTALL	EN	
SEQUENCE	ITEM		2.1			UIRED FOR DISPATCH	
NO.						OR EXCEPTIONS	
34. NAVIGA	TION						
Sequence No.	Item	1	2	3	4		Change Bar
-24-01	Integrated Standby Flight Display (ISFD) (Cont'd)						
-24-01-02	Airspeed Indication	В	1	0	a) Left ar modul b) Left ar systen c) Left ar modul d) AIR D	rative provided: and right pitot air data es operate normally, and right pitot probe heater ans operate normally, and right static air data es operate normally, and ATA/ATT instrument es switches operate ally.	
-24-01-03	Approach Mode	С	1	0			
-24-01-04	Heading Display	В	1	0	non-stabilized	rative provided I magnetic compass erates normally.	
-24-01-05	Switch Lights	С	5	0			
-31-01	Instrument Landing Systems (ILS)	С	2	-	14 CFR may	s of those required by be inoperative provided imums do not require their	
-31-02	GPS Landing Systems (GLS)	С	2	0		rative provided approach not require their use.	
-31-03	Marker Beacon System	С	1	0		rative provided approach not require its use.	
-31-04	VOR Navigation Systems	D	2	-	•	s of those required by be inoperative.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATIO				
AIRCRAFT:	Boeing 787	RE'			IO. 14 PAGE NO. 8/10/2017 34-6
		ММ	FL T	ΆΒΙ	E KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (CATEGORY BER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
34. NAVIGA	TION				
Sequence No.	Item	1	2	3	4 Change Bar
-31-05	Global Positioning Systems (GPS)				
-31-05A		С	2	1	One may be inoperative provided enroute operations do not require its use.
-31-05B		С	2	1	May be inoperative provided: a) Enroute operations do not require their use, and b) IRUs operate normally.
-33-01	Radio Altimeter Systems				
-33-01-01	CN AA-29854 (Part A or B) Not Incorporated	В	2	1	 (O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, c) Operating procedures do not require its use, and d) LNAV is not armed for takeoff.
-33-01-02	CN AA-29854 (Part A or B) Incorporated	В	2	1	 (O) One may be inoperative provided: a) NO AUTOLAND advisory message is displayed, b) Approach minimums do not require its use, c) Operating procedures do not require its use.
-42-01	Weather Radar System				
-42-01A		D	2	1	
-42-01B		С	2	0	 (O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Reactive windshear alert (GPWS mode 7) operates normally, and c) Alternate procedures are established and used. (Continued)

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	V		MACTE		LICT
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	Boeing 787				IO. 14 8/10/2017	PAGE NO. 34-7	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION	1			1 4. INEIVIDATE	OK EXCEL HONC	
Sequence No.	Item	1	2	3	4		Change Bar
-42-01	Weather Radar System (Cont'd)						
-42-01C		В	2	0	a) Weath 14 CF b) Alterna establ NOTE: Opera should windsl	operative provided: ner radar is not required by R, and ate procedures are ished and used. tor's alternate procedures if include reviewing near avoidance and near recovery procedures.	
-42-01-01	Predictive Windshear Alert Mode						
-42-01-01A		D	2	1			
-42-01-01B		С	2	0	a) Reacti (GPW norma b) Alterna	operative provided: ive windshear alert S mode 7) operates illy, and ate procedures are ished and used.	
-42-01-01C		В	2	0	alternate prod and used. NOTE: Opera should windsl	operative provided sedures are established ator's alternate procedures include reviewing near avoidance and near recovery procedures.	
-42-01-02	Auto Tilt Function	С	1	0			

U.S. DEPAR	TMENT OF TRANSPORT	ATIO	N				
FEDERAL A	VIATION ADMINISTRATION	NC			MASTE	ER MINIMUM EQUIPMENT	LIST
AIRCRAFT:					IO. 14	PAGE NO.	
	Boeing 787				8/10/2017	34-8	
					E KEY		
SYSTEM &		1. [CATEGORY BER INSTALL	FD	
SEQUENCE NO.	ITEM					UIRED FOR DISPATCH	
NO.				3300	4. REMARKS	OR EXCEPTIONS	
34. NAVIGA	TION		1	1			Lou
Sequence No.	Item	1	2	3	4		Change Bar
-42-02	Traffic Collision and Avoidance System (TCAS)						
-42-02A		С	2	1			
-42-02B		В	2	0		rative provided enroute or cedures do not require its	
-42-03	ATC Transponder/ Automatic Altitude Reporting Systems						
-42-03A		D	2	1		s of those required by be inoperative.	
-42-03B		В	2	0	a) Enrou require b) Prior t obtain having	trative provided: te operations do not e its use, and o flight, approval is ed from ATC facilities g jurisdiction over the ed route of flight.	
-42-03-01	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	a) Enrou require b) Repai compl	rative provided: te operations do not e its use, and rs are made prior to etion of next heavy enance visit.	
-42-04	Alerting and Transponder Control Panel	С	1	0		operative provided tuning anels operate normally.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	Boeing 787				IO. 14 8/10/2017	PAGE NO. 34-9	
	-	ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REPA	AIR (NUM	CATEGORY BER INSTALLI NUMBER REQ	ED UIRED FOR DISPATCH OR EXCEPTIONS	
34. NAVIGAT	ΓΙΟΝ			<u> </u>	T. P. Ellis artico	OK EXCEL HORO	
Sequence No.	Item	1	2	3	4		Change Bar
-42-05	Ground Proximity Warning System (GPWS)						
-42-05A		С	2	1			
-42-05B		A	2	0	a) Predic operat b) Alterna establi	operative provided: tive windshear alert mode es normally, ate procedures are shed and used, and rs are made within t days.	
-42-05C		A	2	0	a) Alterna establi b) Repair 2 flight NOTE: Opera should windsh	operative provided: ate procedures are shed and used, and rs are made within t days. tor's alternate procedures I include reviewing hear avoidance and hear recovery procedures.	
-42-05-01	Advisory Callouts (Mode 6)	С	2	0	(O) May be in	operative provided edures are established	
-42-05-02	Windshear Alert Mode (Reactive) (Mode 7)						
-42-05-02A		С	2	1			
-42-05-02B		С	2	0	a) Alterna establi b) Predic	operative provided: ate procedures are ished and used, and tive windshear alert mode es normally.	
					(Continued)		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 14	PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017	34-10	
		_			E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. 1		NUM		ED QUIRED FOR DISPATCH S OR EXCEPTIONS	
34. NAVIGA	TION		<u> </u>		4. KEWARKS	S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chan
-42-05	Ground Proximity Warning System (GPWS) (Cont'd)						Ddl
-42-05-02C		В	2	0	alternate production and used. NOTE: Operation should winds	noperative provided cedures are established ator's alternate procedures d include reviewing hear avoidance and hear recovery procedures.	
-42-05-03	Terrain Awareness Function						
-42-05-03A		С	2	1			
-42-05-03B		В	2	0		noperative provided cedures are established	
-42-06	Automatic Dependent Surveillance-Broadcast (ADS-B) System						
-42-06-01	ADS-B Out Squitter Transmissions						
-42-06-01A		С	2	0	` '	noperative provided cedures are established	
					•	DS-B Out function that tes normally may be used.	
-42-06-01B		D	2	0		erative provided enroute o not require its use.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		MACTE		LICT	
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST	
AIRCRAFT:	Boeing 787				IO. 14 8/10/2017	PAGE NO. 34-11		
		ММ	EL T	ABL	E KEY			
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
34. NAVIGA	TION				1			
Sequence No.	Item	1	2	3	4		Change Bar	
-42-06-02 ***	ADS-B In Functions							
-42-06-02A		С	2	0		operative provided edures are established		
						DS-B In function that es normally may be used.		
-42-06-02B		D	2	0		rative provided enroute not require its use.		
-55-01	Distance Measuring Equipment (DME)	D	2	-		of those required by be inoperative.		
-57-01 ***	ADF Systems	D	2	-		of those required by be inoperative.		
-61-01	Flight Management Function	С	3	2				
-61-01-01	Navigation Databases	A	3	0	a) Operatuse, b) It is no naviga 14 CFI c) Alternative develo d) The IC (as reconavigathe airce) It is reputationally flight	ate procedures are ped and used, AO Flight Plan is updated quired) to notify ATC of the tion equipment status of craft, and paired within at days. -of-currency or out-of-date tion database is not ized MMEL relief per		

AIRCRAFT:	VIATION ADMINISTRATIO Boeing 787				O. 14 8/10/2017	PAGE NO. 35-1
	boeing 707					30-1
		_			E KEY CATEGORY	
SYSTEM &		1.1			BER INSTALL	FD
SEQUENCE	ITEM					UIRED FOR DISPATCH
NO.				0000		OR EXCEPTIONS
35. OXYGEN						
Sequence No.	Item	1	2	3	4	Chai Ba
-11-01	Crew Oxygen Pressure Indication System	С	1	0	a) Crew of be about the before b) Crew of before the be	operative provided: oxygen supply is verified to ove minimum required each departure, and oxygen shutoff valve(s) is d open.
-11-01-01	Overboard Discharge Indicator Disc	С	1	0	May be dama	ged or missing.
-21-01	Passenger Oxygen System	В	1	0	a) Approsupplie b) Both a operat c) Pressi norma d) Approsare ap	priate altitude adjustments oplied, and engers are appropriately
-21-01-01	Power Channels	С	18	9	One for each inoperative.	PSU zone may be

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		
FEDERAL A	VIATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787				NO. 14 PAGE NO. 35-2
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUN	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
35. OXYGEN		,		<u>'</u>	
Sequence No.	Item	1	2	3	4 Change Bar
-21-02	Passenger Oxygen Controllers				
-21-02A		В	-	0	 (M) May be inoperative provided: a) Associated passenger seats are blocked and placarded to prevent occupancy, b) Associated flight attendant seat is considered inoperative, c) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and d) Associated galley area curtain nearest operative oxygen controllers is secured open or removed.
					NOTE: These provisions are not intended to prohibit lavatory inspections by crewmembers.
-21-02B		В	-	0	 (O) May be inoperative provided: a) Appropriate portable oxygen supplies are available, b) Both air conditioning packs operate normally, c) Pressurization system operates normally, d) Appropriate altitude adjustments are applied, and e) Passengers are appropriately briefed.
-21-03	Passenger Oxygen Automatic Presentation System	В	1	0	May be inoperative provided flight remains at or below FL 300.
-21-04	Passenger Oxygen ON Light	С	1	0	

AIRCRAFT:	VIATION ADMINISTRATION Boeing 787				O. 14 8/10/2017	PAGE NO. 35-3	
	Docing 707	ММ			E KEY	33-3	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
35. OXYGEN	Item	1	2	3	4		Change
-21-05 ***	OFCR/OFAR Oxygen Controllers	•		3	-		Bar
-21-05-01	Seat/Bunk Controllers						
-21-05-01A		С	-	0	associated se	noperative provided eat/bunk is blocked and prevent occupancy.	
-21-05-01B		С	-	0	a) Appro supplied b) Both a operation c) Pression normation d) Appro are ap	priate provided: priate portable oxygen es are available, air conditioning packs te normally, urization system operates ally, priate altitude adjustments oplied, and are appropriately briefed.	
-31-01	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	14 CFR may provided: a) Requimainta b) Bottles replac at the	cess of those required by be inoperative or missing red distribution of bottles is ained, and s not properly serviced are sed, serviced, or removed next available enance facility.	
-31-02	Protective Breathing Equipment (PBE)	D	-	-	14 CFR may	s of those required by be inoperative or removed tion placarding is removed	

AIRCRAFT:	VIATION ADMINISTRATIO Boeing 787				IO. 14 8/10/2017	PAGE NO. 38-1	
	Boeing 767					30-1	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Chang
-10-01	Potable Water Systems	'	2	3	4		Bar
-10-01A		С	-	-	inoperative pi a) Associ deacti b) Associ are ve	components may be rovided: siated components are vated or isolated, and siated system components erified not to have leaks. ortion of system which tes normally may be used.	
-10-01B		С	1	0	a) System b) Proce	noperative provided: m is drained, and dures are established to e that system is not ed.	
-10-01-01	Potable Water Indication System	D	-				

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N		MAGTE		
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT	LIST
AIRCRAFT:	Boeing 787				O. 14 8/10/2017	PAGE NO. 38-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP/	AIR O	CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
38. WATER/	WASTE		<u></u>		7. INDIVINITIO	OK EXCEL HONG	
Sequence No.	Item	1	2	3	4		Change Bar
-30-01	Waste Water Systems						
-30-01A		С	-	0	inoperative pr a) Assoc deacti b) Assoc are ve	components may be rovided: iated components are vated or isolated, and iated system components wrified not to have leaks. ortion of system which tes normally may be used.	
-30-01B		С	-	0	inoperative pr a) Assoc deactir leaks, b) Assoc locked "INOP DO NO	iated components are vated or isolated to prevent and iated lavatory door is d closed and placarded PERATIVE – OT ENTER".	
-30-01-01	Vacuum Blowers	С	2	0	by cre (M)(O) May by a) Assocy deactive b) Galley affecte blower	ed to prohibit inspections wmembers. e inoperative provided: iated vacuum blower is vated, and vainks and lavatories ed by inoperative vacuum rare not used on the d or at flight altitudes below 0 feet.	

U.S. DEPAR	TMENT OF TRANSPORT	OITA	N		MASTER MINIMUM EQUIPMENT LIST		
	/IATION ADMINISTRATION						
AIRCRAFT:	Boeing 787	RE'			NO. 14 PAGE NO. 42-1		
		ММ	EL T	ABL	LE KEY		
SYSTEM & SEQUENCE NO.	ITEM		$\overline{}$	AIR CATEGORY NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
Sequence No.	Item	1	2	3	4 Change		
-21-01	Common Computing Resource General Processing Modules (GPM)				Bar		
-21-01-01	Position 8L						
-21-01-01-01	CN-AA39640 Incorporated	С	1	0	May be inoperative provided position 8R operates normally.		
-21-01-01-02	CN-AA39640 Not Incorporated	С	1	0	 May be inoperative provided: a) Position 8R operates normally, and b) One high frequency (HF) communication system is considered inoperative. 		
-21-01-02	Position 8R	С	1	0	May be inoperative provided position 8L operates normally.		
-21-02	Remote Data Concentrators (RDC)						
-21-02-01	RDCs 1 and 3						
-21-02-01A		С	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser locking actuator proximity sensors operate normally.		
-21-02-01B		С	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Left thrust reverser is considered inoperative.		
					(Continued)		

TMENT OF TRANSPORTA	OITA	N							
		-		MASTER MINIMUM EQUIPMENT LIST					
VIATION ADMINISTRATIO		VISIC	N NC	O. 14 PAGE NO.					
Boeing 787	. _			8/10/2017 42-2					
	ММ	MEL TABLE KEY							
	1. F								
ITEM		2. 1		BER INSTALLED					
			3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
ATED MODULAR AVIONIC	CS		<u> </u>	4. NEWWINKS ON EXCENTIONS					
Item	1	2	3	4 Change Bar					
Remote Data Concentrators (RDC) (Cont'd)									
RDCs 2 and 4									
	С	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser locking actuator proximity sensors operate normally.					
	С	2	1	May be dispatched with CCS RDC FAULT provided: a) Remaining RDCs operate normally, and b) Right thrust reverser is considered inoperative.					
RDCs 5–18, 21, 23	С	16	15	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.					
RDC 19									
	С	1	0	May be dispatched with CCS RDC FAULT provided remaining RDCs operate normally.					
	С	1	0	(M)(O) May be inoperative deactivated provided remaining RDCs operate normally.					
	Boeing 787 ITEM ATED MODULAR AVIONIC Item Remote Data Concentrators (RDC) (Cont'd) RDCs 2 and 4 RDCs 5–18, 21, 23	MMATED MODULAR AVIONICS Item 1 Remote Data Concentrators (RDC) (Cont'd) RDCs 2 and 4 C RDCs 5–18, 21, 23 C RDC 19 C	REVISION DATE	Nation N					

AIRCRAFT:	Decine 707	RE'			IO. 14	PAGE NO.	
	Boeing 787				8/10/2017	44-1	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (NUM		ED UIRED FOR DISPATCH S OR EXCEPTIONS	
44. CABIN S	Item	1	2	3	4		Chang
-11-01	Cabin Attendant Panels (CAP)	С	-	1		noperative deactivated.	Bar
-12-01	Passenger Address System	В	1	0	a) Flight opera b) Altern emerg opera	attendant call lights attendant call lights te normally, and ate, normal, and gency procedures and/or ting restrictions are ished and used.	
						unction that operates ally may be used.	
-12-01-01	Lavatory Speakers	С	-	-		operative provided cedures are established	
-12-01-02	Cabin Speakers	С	-	-		rative provided no adjacent r pairs (forward to aft) are	
-12-02 ***	Prerecorded Passenger Announcement System						
-12-02A		С	1	0		operative provided cedures are established	
-12-02B		D	1	0	May be inope do not require	rative provided procedures e its use.	

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N				
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	ER MINIMUM EQUIPMENT LIS	, I
AIRCRAFT:	Boeing 787				IO. 14 8/10/2017	PAGE NO. 44-2	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (CATEGORY BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS	
44. CABIN S	YSTEMS						
Sequence No.	Item	1	2	3	4		ange Bar
-14-01	Cabin Interphone Systems						
-14-01-01	Flight Deck to Cabin, Cabin to Flight Deck Functions	В	-	-	a) Flight flight of operation of the b) Flight of operation one has exit do c) Alternation proceed flight of used.	deck to cabin and cabin to deck interphone functions te normally on at least 50% cabin handsets, deck to cabin and cabin to deck interphone functions te normally on at least andset at each pair of cors, and ate communications dures between affected attendant's station(s) and deck are established and unction that operates	
-14-01-02	Cabin to Cabin Functions	В	-	-	(O) May be in a) Cabin function least 5 b) Cabin function least 6 exit do c) Alternation proceed flight a estable	ally may be used. roperative provided: to cabin interphone ons operate normally on at 50% of the cabin handsets, to cabin interphone ons operate normally on at one handset at each pair of oors, and ate communications dures between affected attendant's station(s) are ished and used. unction that operates ally may be used.	
					(Continued)		

	TMENT OF TRANSPORTA		N		MASTE	ER MINIMUM EQUIPMENT LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	N NC	IO. 14	PAGE NO.
AIRORAI I.	Boeing 787				8/10/2017	44-3
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. F		MUŅ		ED QUIRED FOR DISPATCH S OR EXCEPTIONS
44. CABIN S	YSTEMS					S GIVE EXCELLIBRIO
Sequence No.	Item	1	2	3	4	Chang Bar
-14-01	Cabin Interphone Systems (Cont'd)					
-14-01-03	Flight Deck to Ground/ Ground to Flight Deck Function (Includes Nose Gear Flight Interphone Jack)					
-14-01-03A		С	1	0	a) Nose jack o b) Altern	noperative provided: gear service interphone perates normally, and late procedures are lished and used.
-14-01-03B		В	1	0		noperative provided cedures are established
-14-02	Cabin Interphone Alerting Systems					
-14-02-01	EICAS Communication Alert Message System	В	1	0		erative provided the EICAS on alert chime operates
-14-02-02	EICAS Communication Alert Chime	В	1	0		erative provided the EICAS on alert message system mally.
					(Continued)	

U.S. DEPAR	RTMENT OF TRANSPORT	ATIOI	N		MAOTE		-
FEDERAL A	VIATION ADMINISTRATIO	NC			IVIASTE	ER MINIMUM EQUIPMENT LIS) I
AIRCRAFT:	Boeing 787			_	IO. 14 8/10/2017	PAGE NO. 44-4	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
44. CABIN S	SYSTEMS				1 4. INDIVIANIA	ON EXCELLIONS	
Sequence No.	Item	1	2	3	4		ange Bar
-14-02	Cabin Interphone Alerting Systems (Cont'd)						
-14-02-03	Flight Attendant Call Lights	В	-	0	a) PA systand b) Alternation contact establ NOTE 1: Passisystant Non Furr NOTE 2: Any func	ate procedures for cting flight attendants are ished and used. senger to attendant call em is considered essential Equipment and hishings (NEF). flight attendant call light ction that operates normally be used.	
-14-02-04	Cabin Chime	В	1	0	(O) May be in a) Flight operated b) Alternated estable NOTE 1: Pass system Non Furr	attendant call lights te normally, and ate procedures for cting flight attendants are ished and used. senger to attendant call em is considered essential Equipment and nishings (NEF). cabin chime system ction that operates normally be used.	
-14-02-05 ***	OFCR/OFAR Call Light/Chime Systems	В	-	0	(O) May be in a) Associon cabin operation b) Alternaciontacion occupiused.	noperative provided: siated OFCR or OFAR interphone handset system tes normally, and ate procedures for cting crew/attendant rest ants are established and lerting system function that tes normally may be used.	

AIRCRAFT:	VIATION ADMINISTRAT		/ISIC	N NC	NO. 14 PAGE NO.			
7.111.010.11.11.	Boeing 787				08/10/2017 44-5			
		MMI	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS					
Sequence No.	Item	1	2	3	4	Chang		
-14-03	Cabin Interphone Handset Systems		_			Bar		
-14-03-01	Flight Deck							
-14-03-01A		С	1	0	 (O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used. 			
-14-03-01B		D	1	0	May be inoperative provided procedures do not require its use.			
-14-03-02	Cabin	В	-	-	 (O) May be inoperative provided: a) At least 50% of cabin handsets operate normally, b) One handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendant's station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy 			
					the 50% requirement. NOTE 2: Any handset functions that operate normally may be used.			
-14-03-03 ***	OFCR/OFAR	С	-	0	(O) May be inoperative provided alternate procedures are established and used.			
-43-01	Ground Crew Call System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.			

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A	VIATION ADMINISTRATIO	Ν			1717 (0 1 2	IN WINNING WIE QUIT WEI VI	
AIRCRAFT:		RE\			O. 14	PAGE NO.	
	Boeing 787		DAT	E: 08	8/10/2017	45-1	
					E KEY		
SYSTEM &		1. F			CATEGORY		
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH	
NO.				3. 1		OR EXCEPTIONS	
45. CENTRA	L MAINTENANCE SYSTE	M	2			OK EXCELLIONS	
Sequence No.	Item	1	2	3	4		Change Bar
-11-01	Central Maintenance	С	2	0			Dui
	Computing Functions (CMCF)		_				
-12-01	Airplane Condition Monitoring Function (ACMF)	D	1	0			

U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N				
FEDERAL AV	/IATION ADMINISTRATIO	NC			MASTE	R MINIMUM EQUIPMENT I	LIST
AIRCRAFT:	VI/CITOTA / COMMINIO TRACTIC				IO. 14	PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017	46-1	
		_			E KEY		
SYSTEM &		1.1			CATEGORY BER INSTALLI	FD	
SEQUENCE NO.	ITEM		,			UIRED FOR DISPATCH	
NO.				3.000	4. REMARKS	OR EXCEPTIONS	
	ATION SYSTEMS		1	1			Lou
Sequence No.	Item	1	2	3	4		Change Bar
-11-01	Electronic Flight Bag (EFB) Systems						
-11-01-01	Class 3 EFB						
-11-01-01A		С	2	1	docum	inction, program, or nent which operates illy may be used.	
-11-01-01B		С	2	0		operative provided edures are established	
					docum	nction, program, or nent which operates ally may be used.	
-11-01-01C		D	2	0	May be inope do not require	rative provided procedures e its use.	
-11-01-02 ***	Class 2 EFB						
-11-01-02-01	Data Connectivity						
-11-01-02-01A		С	-	-	` '	operative provided sedures are established	
-11-01-02-01B		D	-	0	May be inope do not require	rative provided procedures its use.	
-11-01-02-02	Power Connection						
-11-01-02-02A		С	-	-		operative provided sedures are established	
-11-01-02-02B		D	-	0	May be inope do not require	rative provided procedures e its use.	
					(Continued)		

U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		
FEDERAL A	/IATION ADMINISTRATIC	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					NO. 14 PAGE NO.
	Boeing 787				08/10/2017 46-2
		_			L E KEY CATEGORY
SYSTEM &		1.1			MBER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
10000000					4. REMARKS OR EXCEPTIONS
	ATION SYSTEMS				To the state of th
Sequence No.	Item	1	2	3	4 Change Bar
-11-01	Electronic Flight Bag (EFB) Systems (Cont'd)				
-11-01-02 ***	Class 2 EFB (Cont'd)				
-11-01-02-03	Mounting Device				
-11-01-02-03A		С	-	-	 (M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, and b) Alternate procedures are established and used.
-11-01-02-03B		D	-	0	 (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed, and b) Procedures do not require its use.
-11-01-03 ***	Class 1 EFB				
-11-01-03-01	Power Connection				
-11-01-03-01A		С	-	-	(O) May be inoperative provided alternate procedures are established and used.
-11-01-03-01B		D	-	0	May be inoperative provided procedures do not require its use.
-12-01	Core Network System	С	1	0	NOTE: Any function that operates normally may be used.

AIRCRAFT:	VIATION ADMINISTRATION Boeing 787				IO. 14 8/10/2017	PAGE NO. 47-1	
	Boeing 767	BABA				47-1	
SYSTEM & EQUENCE NO.	ITEM AS SYSTEM		REP	AIR (NUM		ED UIRED FOR DISPATCH OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Ch
-11-01	Nitrogen Generation System (NGS)			3	7		E
-11-01-01	Nitrogen Generation Performance	A	1	0	May be inope made within 1	rative provided repairs are 10 flight days.	
-11-01-02	Ground Cooling Valve	A	1	0	a) Groun deacti b) Repai	noperative provided: ad cooling valve is vated closed, and rs are made within ht days.	
-11-01-03	Cabin Shutoff Valve	A	1	0	a) NGS deacti b) Repai	noperative provided: cabin shutoff valve is vated closed, and rs are made within ht days.	

AIRCRAFT:	VIATION ADMINISTRATION					PAGE NO.
	Boeing 787		DAT	E: 1	2/15/2017	49-1
					E KEY	
SYSTEM &		1. F			CATEGORY BER INSTALLE	:D
SEQUENCE	ITEM		2.1			JIRED FOR DISPATCH
NO.				0. 1		OR EXCEPTIONS
49. AIRBOR	NE AUXILIARY POWER				'	
Sequence No.	Item	1	2	3	4	C
-11-01	Auxiliary Power Unit (APU)	С	1	0	a) Left AG b) VFSG s and c) Flight re 180 mil	operative provided: GCU operates normally, systems operate normally, emains within nutes of landing at a e airport.
-15-01	APU Air Inlet Door Actuation System					
-15-01A		С	1	0	position provid a) Left AG b) VFSG s and c) Flight r 180 mi	operative with door in any led: SCU operates normally, systems operate normally, emains within nutes of landing at a e airport.
-15-01B		С	1	0		e inoperative provided rated in the inflight open
-15-01-01	APU Air Inlet Door Actuator Position Indication Switch	С	1	0		operative provided APU rified to operate normally eparture.
-41-01	APU Starting System					
-41-01A		С	1	0	START SYS fa started before	spatched with APU aults provided APU is departure and operated nroughout the flight.
-41-01B		С	1	0	SYS faults pro a) Left AG b) VFSG s and c) Flight ro 180 mil	ched with APU START vided: GCU operates normally, systems operate normally, emains within nutes of landing at a e airport.

AIRCRAFT:	VIATION ADMINISTRATI				IO. 15	PAGE NO.	
	Boeing 787				2/15/2017	49-2	
SYSTEM & EQUENCE NO.	ITEM NE AUXILIARY POWER		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4		Chang
61-01	APU Controller	C	1	0		ched with APU CONTROL	Ваг
61-02	APU Ground Control Panel	С	1	0		nction that operates lly may be used.	
70-01	APU FAULT Light	С	1	0			
71-01	APU EGT Indication	С	1	0			
73-01	APU RPM Indication	С	1	0			
94-01	APU Oil Quantity Indication System						
94-01A		С	1	0		operative provided APU oil ified adequate once each	
94-01B		С	1	0	a) Left AC b) VFSG c) APU is d) Flight r 180 mi	rative provided: GCU operates normally, systems operate normally, s not used, and remains within inutes of landing at a e airport.	
94-02	APU Oil Pressure Indication	С	1	0			

AIRCRAFT:	VIATION ADMINISTRATION		VISIC	ON N	O. 14 PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017 50-1	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
	AND ACCESSORY COM		1	1	4	Chang
Sequence No.	Lower Cargo	1 C	2	3	(O) May be damaged or missing	Bar
	Compartment Linings				provided procedures are established and used to verify the associated cargo compartment remains empty or contains only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
-20-01	Cargo Handling Systems	D	2	0	May be inoperative or portions of the system may be missing.	
					NOTE: Any portion of the system which operates normally may be used.	
-21-01	Cargo Restraint Systems					
-21-01A		A	-	-	 (M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an approved Weight and Balance Control and Loading Manual) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. 	
-21-01B		С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.	

FEDERAL AVIATION ADMINISTRATION AIRCRAFT: Boeing 787 REVISION NO. 14 DATE: 08/10/2017 MMEL TABLE KEY SYSTEM & SEQUENCE ITEM NO. Sequence No. Item 1 2 3 4	U.S. DEPAR	TMENT OF TRANSPORT	ATIOI	N					
AIRCRAFT: Boeing 787 REVISION NO. 14 DATE: 08/10/2017 MMEL TABLE KEY SYSTEM & SCOUENCE ITEM NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item 1 2 3 4	FEDERAL A	VIATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST			
SYSTEM & SEQUENCE ITEM NO. SEQUENCE ITEM NO. 1 REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 4. REMARKS OR EXCEPTIONS 52. DOORS 52. DOORS 52. DOORS 53. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 54. REMARKS OR EXCEPTIONS 55. DOORS 55. DOORS									
SYSTEM & SEQUENCE NO. ITEM ITEM 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item 1 2 3 4 Change Bar -00-01 Door Synoptic Display -11-01 Passenger Entry Doors/Slides A 8 7 (M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors		<u> </u>	ММ						
Sequence No. Item 1 2 3 4 Change Bar -00-01 Door Synoptic Display C 1 0 -11-01 Passenger Entry Doors/Slides -11-01A A 8 7 (M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors	SEQUENCE	ITEM	_	NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH					
-00-01 Door Synoptic Display -11-01 Passenger Entry Doors/Slides -11-01A A 8 7 (M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors	52. DOORS								
-11-01 Passenger Entry Doors/Slides -11-01A A 8 7 (M)(O) One may be inoperative or slide missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors	Sequence No.	Item	1	2	3				
The state of the s	-00-01	Door Synoptic Display	С	1	0				
missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors	-11-01								
(Continued)	-11-01A		A	8	7	missing provided: a) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, b) Emergency exit sign and floor proximity lights associated with the inoperative exit must be covered to obscure the sign and lights, c) Conspicuous signs and placards shall be placed in appropriate locations to indicate seats are not to be occupied by passengers, d) All other passenger entry doors are fully operational,			

	U.S. DEPAR	TMENT OF TRANSPORTA	ATIOI	N		144.07					
AIRCRAFT: Boeing 787 REVISION NO. 1.4 DATE: 08/10/2017 MMEL TABLE KEY 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item 1 2 3 4 -11-01 Passenger Entry Doors/Sildes (Cont'd) -11-01A (Cont'd) (AREMARKS OR EXCEPTIONS (Cont'd) (AREMARKS OR EXCEPTIONS (Cont'd) (Cont'd) (Cont'd) (AREMARKS OR EXCEPTIONS (Cont'd) (AREMARKS OR E	FEDERAL A	VIATION ADMINISTRATIC	N			MAST	ER MINIMUM EQUIPMENT LIST				
SYSTEM & SEQUENCE NO. ITEM SYSTEM & SEQUENCE NO. ITEM IT			_	VISIO	N NC	IO. 14	PAGE NO.				
SYSTEM & SEQUENCE NO. ITEM 1. REPAIR CATEGORY 2. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 52. DOORS Sequence No. Item		Boeing 787		DAT	E: 0	8/10/2017	52-2				
SEQUENCE NO. SEQUENCE NO. Sequence No. Seque			_								
Sequence No. ttem	SYSTEM &		1. F								
Sequence No. Item 1 2 3 4		ITEM		2. 1							
Sequence No. Item	NO.				J. 1		•				
-11-01 Passenger Entry Doors/Slides (Cont'd) -11-01A (Cont'd) e) All passenger seats halfway to the next exit in each direction from the inoperative door/slide, across the entire width of the airplane shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors aft of the inoperative door and the next set of doors forward of the inoperative door and the next set of doors forward of the inoperative one), f) Seated capacity must not exceed rated capacity of remaining pairs	52. DOORS			4. REMARKS ON EXCELLIONS							
Doors/Slides (Cont'd) -11-01A (Cont'd) e) All passenger seats halfway to the next exit in each direction from the inoperative door/slide, across the entire width of the airplane shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative one one of the inoperative door and the next set of doors forward of the inoperative door and the next set of doors forward of the inoperative door and the next set of doors forward of the inoperative one), f) Seated capacity must not exceed rated capacity of remaining pairs	Sequence No.	Item	1	2	3	4	Change Bar				
the next exit in each direction from the inoperative door/slide, across the entire width of the airplane shall be blocked off with conspicuous tapes or ropes that contrast with the airplane interior before loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/side, the blocked seating area shall extend from the forward cabin end rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative door and the next set of doors forward of the inoperative one), Seated capacity must not exceed rated capacity of remaining pairs	-11-01	Doors/Slides									
(Continued)	=					the ne from the across airplated constructions to be contracted to the set of inope the block extention end to the inope the inope f) Seated of exis	ext exit in each direction the inoperative door/slide, s the entire width of the ne shall be blocked off with bicuous tapes or ropes that ast with the airplane interior e loading passengers. Only eats in these areas shall be ed; main passenger aisles, aisles, and exit areas must e blocked. (For an rative forward door/side, ocked seating area shall d from the forward cabin earward to a line halfway een the inoperative forward and the next set of doors aft inoperative one. For an rative rear door/slide, the ed seating area shall d forward from the aft cabin o a line halfway between operative door and the next doors forward of the rative one), ed capacity must not exceed capacity of remaining pairs				

AIRCRAFT:	VIATION ADMINISTRA Boeing 787				O. 14 8/10/2017	PAGE NO. 52-3	
	Boeing 707	2424				32-3	
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (ED UIRED FOR DISPATCH S OR EXCEPTIONS	
52. DOORS							
Sequence No.	Item	1	2	3	4		Chang Bar
-11-01	Passenger Entry Doors/Slides (Cont'd)						
-11-01A (Cont'd)					operate excee of the remail overlo slide/r one ad greate least, h) Blocke evacu develo FAA of inclusi manua i) Affecto passe j) Passe not us k) Repair 1 fligh NOTE 1: Fligh stati door	ed door is not used for nger loading, engers must be advised to se affected door, and rs are made within	

	TMENT OF TRANSPORTA		N		MASTE	R MINIMUM EQUIPMENT	LIST
FEDERAL A AIRCRAFT:	VIATION ADMINISTRATIO		/1010	וא ואר	O. 14	PAGE NO.	
AINCNAFT.	Boeing 787	KE			8/10/2017	52-4	
	•	мм	FLT	ΆΒΙ	E KEY		
CVCTEM 0					CATEGORY		
SYSTEM & SEQUENCE	ITEM		2. 1		BER INSTALLI		
NO.				3.1		UIRED FOR DISPATCH OR EXCEPTIONS	
52. DOORS					4. KEWARKS	OR EXCEPTIONS	
Sequence No.	Item	1	2	3	4		Change Bar
-11-01	Passenger Entry Doors/Slides (Cont'd)						Ddl
-11-01B		U	8	4	missing provided a) No passible A maximum author non-passible a construction operated c) A construction operated c) A construction operated coor, and the double placed door, and the double covered lights, and the covered lights are covered lights. The covered lights are covered lights and the covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights are covered lights. The covered lights are covered lights are covered lights are covered lights are covered lights.	ssengers are carried, imum of 19 persons rized by 14 CFR for assenger-carrying tions are carried, spicuous barrier strap or and a placard stating that or is inoperative shall be a across each inoperative gency exit sign and floor nity lights associated with noperative door must be ed to obscure the sign and rative doors are not used	

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 14 PAGE NO.	
	Boeing 787				08/10/2017 52-5	
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR (LE KEY CATEGORY IBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
52. DOORS Sequence No.	Item	1	2	3	4	Chang
-11-02	Passenger Entry Doors Pressure Stop Assemblies	'		3	-	Bar
-11-02-01	Door Stops 1, 2, 5, and 6	С	64	-	 (M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) Flight is conducted unpressurized, and c) Procedures are established and used to verify cargo compartments remain empty or contain only ballast, empty cargo handling equipment (ballast may be loaded in ULDs), or fly away kits. 	
-11-02-02	Door Stops 3 and 4	С	32	-	 (M)(O) One pressure stop per door may be missing or inoperative provided: a) There are no visible defects on remaining stops for the associated door, b) All automatic cabin pressure control channels operate normally, and c) Airplane pressure altitude does not exceed 12,000 feet. 	
-11-03	Passenger Entry Doors Hold-Open Mechanisms	С	8	7		
-11-04	Passenger Entry Doors Hold-Open Release Handles	С	8	4		

U.S. DEPAR	TMENT OF TRANSPORTA	TIOI	N		MAGTE		IOT
FEDERAL A	VIATION ADMINISTRATIO	N			MASTE	R MINIMUM EQUIPMENT I	LIOI
AIRCRAFT:	Boeing 787				O. 14 8/10/2017	PAGE NO. 52-6	
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				UIRED FOR DISPATCH	
52. DOORS							
Sequence No.	Item	1	2	3	4		Change Bar
-11-05	Passenger Entry Door Flight Lock Systems	С	8	0	a) Associcapable each of b) A persocical operate the aff	e inoperative provided: iated door is verified to be le of being opened before departure, and son employed by the for is designated to monitor ected door handle when differential pressure is less .5 psi.	
-11-06	EPAS Power Channels	С	16	8	One power ch inoperative.	nannel per door may be	
-11-07	EPAS Disarmed Sensors	С	8	0			
-11-07-01	Passenger Door Manual Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	С	9	0			
-11-08	Passenger Door Automatic Mode Indicators (Including Door 1L Attendant Switch Panel Indicator)	С	9	0	indications for	rative provided flight deck passenger door slide de operate normally.	
-34-01	Forward Cargo Door Lift/Latch System (Electric and Manual Modes)						
-34-01A		С	2	1	a) There mecha b) There mecha c) Door is	be inoperative provided: is no damage to the lift anism, is no damage to the latch anism, and s operated using the enance manual procedure.	
-34-01B		С	2	0	associated do	operative provided for is verified closed, ocked before each	

AIRCRAFT:	VIATION ADMINISTRATION		//01/	701 01	NO. 14 PAGE NO.			
AIRCRAFI.	Boeing 787	KE		SION NO. 14 PAGE NO. 52-7				
		ММ	EL T	ABL	LE KEY			
SYSTEM & SEQUENCE NO.	ITEM	1. F		NUM	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
52. DOORS					II. I LEMB II ARE SIX EXCELLIBITION			
Sequence No.	Item	1	2	3	4 Ch	hang Bar		
-34-02	Forward Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED, and LOCKED)	С	3	0	(M) May be inoperative provided alternate procedures are established and used.			
-35-01	Aft Cargo Door Lift/Latch System (Electric and Manual Modes)							
-35-01A		С	2	1	 (M) One may be inoperative provided: a) There is no damage to the lift mechanism, b) There is no damage to the latch mechanism, and c) Door is operated using the maintenance manual procedure. 			
-35-01B		С	2	0	(M) May be inoperative provided associated door is verified closed, latched, and locked before each departure.			
-35-02	Aft Cargo Door Control Panel Lights (FULL OPEN, READY TO LOCK, CLOSED, and LOCKED)	С	3	0	(M) May be inoperative provided alternate procedures are established and used.			
-36-01	Bulk Cargo Door Gas Spring	С	1	0	 (M) May be inoperative provided: a) Bulk cargo door damper operates normally, and b) Safety hold open device is used when door is in the open position. 			
-36-02	Bulk Cargo Door Damper	С	1	0	May be inoperative provided the bulk cargo door gas spring operates normally.			

U.S. DEPART	TMENT OF TRANSPORT	ATIOI	N		MACTED MINIMUM FOLUDATAT LIGT
FEDERAL AV	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787				NO. 14 PAGE NO. 52-8
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
-36-03	Bulk Cargo Door Exterior Handle	С	1	0	 (M) May be inoperative provided: a) Interior handle operates normally, b) Bulk cargo door indication operates normally, and c) Before each departure, bulk cargo door is verified closed, latched, and locked.
-51-01	Flight Deck Door Automatic Locking System				
-51-01-01	787-8 (CN-AA33339 Not Incorporated)	С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and d) Alternate procedures are established and used.
-51-01-01-01	Flight Deck Access System	С	1	0	(M)(O) May be inoperative provided:a) Keypad is deactivated, andb) Alternate procedures are established and used.
-51-01-01-01	LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
-51-01-01-01-02 ***	Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
-51-01-01-01	Keypad Channels	С	2	1	
					(Continued)

FEDERAL A\	/IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					O. 14 PAGE NO.
	Boeing 787				8/10/2017 52-9
					.E KEY Category
SYSTEM &		1. [BER INSTALLED
SEQUENCE NO.	ITEM				NUMBER REQUIRED FOR DISPATCH
NO.				3000	4. REMARKS OR EXCEPTIONS
52. DOORS					Charge
Sequence No.	Item	1	2	3	4 Change Bar
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-01	787-8 (CN-AA33339 Not Incorporated) (Cont'd)				
-51-01-01-02	Flight Deck Door Access Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Electric lock is verified to operate normally, and c) Alternate procedures are established and used.
-51-01-01-03	FD DOOR LOCK FAIL Indication	С	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.
-51-01-01-04	FD DOOR AUTO UNLK Indication	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally.
-51-01-01-05	FD DOOR OPEN Indication	С	1	0	(M) May be inoperative provided electric lock is verified to operate normally.
-51-01-01-06	Power Switch OFF Light	С	1	0	
-51-01-01-07	Power Switch ON Light	С	1	0	
					(Continued)

U.S. DEPART	MENT OF TRANSPORT	ATIOI	N		
FEDERAL AV	IATION ADMINISTRATIO	N			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	Boeing 787				NO. 14 PAGE NO. 52-10
		ММ	EL T	ABL	LE KEY
SYSTEM & SEQUENCE NO.	ITEM	_	REP	AIR O	CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
52. DOORS					
Sequence No.	Item	1	2	3	4 Change Bar
-51-01	Flight Deck Door Automatic Locking System (Cont'd)				
-51-01-02	787-8 (CN-AA33339 Incorporated)/ 787-9/787-10				1
-51-01-02A		A	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within 2 flight days.
-51-01-02B		С	1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) No passengers are carried, c) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and d) Alternate procedures are established and used.
-51-01-02-01	Flight Deck Access System	С	1	0	(M)(O) May be inoperative provided:a) Keypad is deactivated, andb) Alternate procedures are established and used.
-51-01-02-01-01	LEDs	С	3	0	(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

			//		0.11	
AIRCRAFT:	Boeing 787	RE\			O. 14 PAGE NO. 52-11	
		ММ	EL T	ABL	E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
Sequence No.	Item	1	2	3	4	Chang
-51-01	Flight Deck Door Automatic Locking System (Cont'd)	'		3	*	Bar
-51-01-02	787-8 (CN-AA33339 Incorporated)/ 787-9 (Cont'd)					
-51-01-02-01-02 ***	Door Bell Mode	С	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-51-01-02-01-03	Keypad Channels	С	2	1		
-51-01-02-02	Flight Deck Door Access Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Electric lock is verified to operate normally, and c) Alternate procedures are established and used. 	
-51-01-02-03	FD DOOR LOCK FAIL Indication	С	1	0	(M) May be inoperative provided automatic locking controls are verified to operate normally.	
-51-01-02-04	FD DOOR AUTO UNLK Indication	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime is verified to operate normally. 	
-51-01-02-05	FD DOOR OPEN Indication	С	1	0	(M) May be inoperative provided electric lock is verified to operate normally.	
-51-01-02-06	Power Switch OFF Light	С	1	0		
-51-01-02-07	Power Switch ON Light	С	1	0		

AIRCRAFT:	VIATION ADMINISTRATIO	REVISION NO. 14 PAGE NO.						
	Boeing 787	DATE: 08/10/2017 52-12						
					E KEY CATEGORY			
SYSTEM & SEQUENCE NO.	ITEM	1.1		MUN	BER INSTALL NUMBER REQ	ED UIRED FOR DISPATCH S OR EXCEPTIONS		
52. DOORS					'			
Sequence No.	Item	1	2	3	4		Chan	
-51-02	Flight Deck Door Dead Bolt	С	1	0		erative provided flight deck ic locking system operates		
-51-03	Flight Deck Door Decompression Panel Latch	A	1	0	a) Decor latche b) Repai	erative provided: mpression panel is in the ed position, and rs are made within tt days.		
-71-01	Door Indication Systems	С	15	0	associated do	noperative provided por is verified closed, if applicable, locked before re.		
-71-01-01	Passenger Door Locked Indication Lights	C	8	0		erative provided associated atry door indication system mally.		

AIRCRAFT:	VIATION ADMINISTRATIO				IO. 14	PAGE NO.	
	Boeing 787		DAT	E: 0	8/10/2017	73-1	
					E KEY		
SYSTEM &		1. 1			CATEGORY BER INSTALL	.ED	
SEQUENCE NO.	ITEM					QUIRED FOR DISPATCH	
NO.				30000	4. REMARKS	S OR EXCEPTIONS	
73. ENGINE	FUEL AND CONTROL						
Sequence No.	Item	1	2	3	4		Change Bar
-11-01	Engine Main Fuel Pump Strainer Sensors (GE)	С	2	1	associated e	inoperative provided ngine fuel/oil heat ensor operates normally.	
-11-02	Engine Fuel/Oil Heat Exchanger (FOHE) Sensors (RR CN-AA28953 Incorporated or GE CN-AA32218 Incorporated)						
-11-02-01	RR	С	-	-	associated e	inoperative provided ngine fuel filter bypass em operates normally.	
-11-02-02	GE	A	-	0	a) Associon bypas norma b) Associon pump norma c) Repa	erative provided: ciated engine fuel filter as warning system operates ally, ciated engine main fuel a strainer sensor operates ally, and irs are made within allendar-days.	

AIRCRAFT:	VIATION ADMINISTRATIO				NO. 14 PAGE NO.
	Boeing 787				08/10/2017 73-2
SYSTEM & SEQUENCE NO.	ITEM		REP/	AIR (NUM	LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH
W0.08 (4.1)					4. REMARKS OR EXCEPTIONS
	FUEL AND CONTROL	1 .			La Ch
-21-01	Electronic Engine Controls (EEC) Normal Mode	1	2	3	4 Ch
-21-01-01	RR	С	2	0	 (O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Both engines are operated in the alternate (ALTN) mode, and c) Appropriate performance adjustments are applied.
-21-01-02	GE	С	2	0	 (O) Normal (NORM) mode may be inoperative provided: a) Autothrottle system operates normally, b) Turbine case cooling air flow systems operate normally, c) Both engines are operated in the alternate (ALTN) mode, and d) Appropriate performance adjustments are applied.
-21-02	Electronic Engine Controls (EEC) NORM/ALTN Mode Lights	C	2	0	(M) May be inoperative provided associated switches are verified to operate normally.

II S DEDAR	TMENT OF TRANSPORTA	۸ ۲ ۱ ۸ ۱	NI.		
			N		MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINISTRATION		/1010	7117	IO. 14 PAGE NO.
AIRCRAFT.	Boeing 787	KE		8/10/2017 73-3	
	-	ММ	EL T	ABL	E KEY
SYSTEM &		1. F	$\overline{}$		CATEGORY
SEQUENCE	ITEM		2.1		BER INSTALLED
NO.				3.1	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
73. ENGINE	FUEL AND CONTROL			<u> </u>	4. REIN TRICE OR EXCELLING
Sequence No.	Item	1	2	3	4 Change Bar
-21-03	EEC C1 Faults				<u> </u>
-21-03-01	RR				
24 02 04 4			2	4	One may be dispetaled with C4 foult
-21-03-01A		A	2	1	One may be dispatched with C1 fault provided repairs are made within 10 calendar-days.
-21-03-01B		A	2	0	 (M) May be dispatched with C1 faults provided: a) At least one engine is verified to not have P30 faults before each departure, and b) Repairs are made within 10 calendar-days.
-21-03-02	GE	A	2	0	May be dispatched with C1 faults provided repairs are made within 150 flight-hours.
-21-04	Turbine Overspeed Systems (RR)	С	2	1	
-21-05	Engine Fuel Shutoff Valve Indication Systems (GE)	С	2	1	(M) One may be inoperative provided the associated engine fuel shutoff valve is verified to operate normally once each flight day.
-21-06	Engine Thrust Control Malfunction Accommodation (TCMA) Functions (RR)	С	2	1	
-31-01	Fuel Flow Indications	С	2	1	One may be inoperative provided: a) All fuel tank quantity indications operate normally, and b) Flight remains within 180 minutes of landing at a suitable airport.

	Boeing 787				O. 14 8/10/2017	PAGE NO. 73-4
	boeing 767					73-4
					E KEY CATEGORY	
SYSTEM &	QUENCE ITEM NO.				BER INSTALL	FD
EQUENCE						UIRED FOR DISPATCH
NO.				0.035 0	4. REMARKS	OR EXCEPTIONS
73. ENGINE	FUEL AND CONTROL					
Sequence No.	Item	1	2	3	4	Cr
-34-01	Engine Fuel Filter Bypass Warning Systems					
-34-01-01	RR CN-AA28953 Not Incorporated or GE CN-AA32218 Not Incorporated	С	2	1		
-34-01-02	RR CN-AA28953 Incorporated or GE CN-AA32218 Incorporated	С	2	1	associated er	inoperative provided the ngine fuel/oil heat OHE) sensor operates

AIRCRAFT:	VIATION ADMINISTRA Boeing 787				IO. 14 8/10/2017	PAGE NO. 74-1	
	200119 101	БЛВЛ				1 1 1	
SYSTEM & SEQUENCE NO.	ITEM				CATEGORY BER INSTALL NUMBER REC		
74. IGNITION		<u> </u>		l .	1.		Char
Sequence No.	Item	1	2	3	4		Ba
-00-01	Ignition Systems						
-00-01-01	RR	В	4	3	a) Assoc system b) Assoc	inoperative provided: ciated engine anti-ice m operates normally, and ciated engine ESS valve tes normally.	
-00-01-02	GE	B	4	3	a) Assoc system b) Assoc	inoperative provided: ciated engine anti-ice m operates normally, and ciated engine BAI valve ates normally.	

AIRCRAFT:	VIATION ADMINISTRATION		REVISION NO. 15 PAGE NO.						
	Boeing 787		DATE: 12/15/2017 75-1						
SYSTEM & SEQUENCE NO.	ITEM		1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS						
Sequence No.	Item	1	2	3	4 Chan				
-11-01	Engine Section Stator (ESS) Anti-Ice Valves (RR)		_		Ва				
-11-01A		С	2	1	One may be inoperative closed provided: a) Associated engine ignition systems operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Flight remains within 120 minutes of landing at a suitable airport.				
-11-01B		В	2	0	(O) May be inoperative open provided appropriate performance adjustments are applied.				
-11-02	Booster Anti-Ice (BAI) Valves (GE)	С	2	1	 (M) One may be inoperative provided: a) Inoperative valve is locked closed, b) Associated engine ignition systems operate normally, c) Airplane is not operated in known or forecast icing conditions, and d) Flight remains within 120 minutes of landing at a suitable airport. 				
-23-01	Core Compartment Cooling (CCC) Valves (GE)	С	2	0	(M) May be inoperative locked open.				

FEDERAL A AIRCRAFT:					NO. 15 PAGE NO.
	Boeing 787				12/15/2017 75-2
SYSTEM & SEQUENCE NO.	ITEM		REP	AIR (LE KEY CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
75. BLEED A	T	1.			A Char
-24-01	Turbine Case Cooling Air Flow Systems (GE)	1	2	3	4 Char Ba
-24-01-01	HPTACC Valves	С	2	0	 (M)(O) May be inoperative provided: a) Inoperative HPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine LPTACC valve operates normally, d) Both EECs operate in the normal mode, and e) Appropriate takeoff thrust settings are applied.
-24-01-02	LPTACC Valves	C	2	0	 (M)(O) May be inoperative provided: a) Inoperative LPTACC valve is locked in the closed position, b) Associated engine CCC valve is locked in the open position, c) Associated engine HPTACC valve operates normally, d) Both EECs operate in the normal mode, and e) Appropriate takeoff thrust settings are applied.

AIRCRAFT:	VIATION ADMINISTRATIO		VISIO	ON N	O. 15 PAGE NO.	
	Boeing 787				2/15/2017 75-3	
					E KEY	
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
75. BLEED A	Item	1	2	3	4	Chang
-24-02	Advanced Turbine Case Cooling (TCC) Valve Systems (RR Package C1)	'		3		Bar
-24-02-01	HP TCC Valves	С	-	0	 (M)(O) May be inoperative provided: a) Inoperative HP TCC valve is locked in the closed position, b) Associated engine IP TCC valve operates normally, and c) Appropriate performance adjustments are applied. 	
-24-02-02	IP TCC Valves	С	-	0	 (M)(O) May be inoperative provided: a) Inoperative IP TCC valve is locked in the closed position, b) Associated engine HP TCC valve operates normally, and c) Appropriate performance adjustments are applied. 	
-24-03	Modulated Air System (RR 1000-TEN)					
-24-03-01	MAS Valve	D	2	0	(M)(O) May be inoperative provided associated Modulated Air system is deactivated closed.	
-24-03-02	MAS Valve Sensor	D	2	0	(M)(O) May be inoperative provided associated Modulated Air System is deactivated closed.	
-24-03-03	MAS System Test	С	2	0	(M)(O) May be inoperative provided associated Modulated Air System is deactivated closed.	
-33-01	Engine Intermediate Pressure (IP) Bleed Valves (RR)	В	6	4	(O) One may be inoperative on each engine provided appropriate performance adjustments are applied.	

U.S. DEPAR	TMENT OF TRANSPORTA	OITA	V		MACTE				
FEDERAL A	VIATION ADMINISTRATIO	N			IVIASTE	R MINIMUM EQUIPMENT LIST			
AIRCRAFT:		RE\			O. 14	PAGE NO.			
Boeing 787			DATE: 08/10/2017 77-1						
					E KEY				
SYSTEM &		1. F			CATEGORY	=D			
SEQUENCE	ITEM		2. 1		BER INSTALLI	UIRED FOR DISPATCH			
NO.				0.1		OR EXCEPTIONS			
77. ENGINE	INDICATING				1				
Sequence No.	Item	1	2	3	4	Change Bar			
-22-01	Engine Turbine Overheat Sensors (RR)	С	4	2	One per engir	ne may be inoperative.			
-31-01	Engine Vibration Monitoring Functions	С	2	1					

	VIATION ADMINISTRATION		//014	2012	0.44	<u> </u>	
AIRCRAFT: Boeing 787					O. 14 PAGE NO 3/10/2017). 78-1	
		MM	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	1. F	2. I	MUŅ	R DISPATCH PTIONS		
78. ENGINE	T		1	1			Chan
Sequence No.	Item	1	2	3	4		Chan Ba
-31-01	Thrust Reversers	С	2	1	(M)(O) One may be inop provided:a) Inoperative rever in the forward thr andb) Appropriate perfoadjustments are a	ser is secured ust position,	
-34-01	Reverse Thrust Lever Interlocks						
-34-01A		С	2	1	One may be inoperative	released.	
-34-01B		С	2	1	(O) One may be inopera not released provided ap performance adjustment	propriate	
-36-01	Thrust Reverser Locking Actuator Proximity Sensors						
-36-01-01	Left Thrust Reverser						
-36-01-01A		С	4	3	One may be inoperative a) Remote data con operates normally b) Remote data con operates normally	centrator 1 y, and centrator 3	
-36-01-01B		С	4	3	One may be inoperative thrust reverser is conside inoperative.		
-36-01-02	Right Thrust Reverser						
-36-01-02A		С	4	3	One may be inoperative a) Remote data con operates normally b) Remote data con operates normally	centrator 2 y, and centrator 4	
-36-01-02B		С	4	3	One may be inoperative thrust reverser is considerinoperative.		

AIRCRAFT:	VIATION ADMINISTRATIO		/ 0 /	אואר	O. 14 PAGE NO.		
AIRCRAFT.	Boeing 787	KE	REVISION NO. 14 PAGE NO. 79-1				
		ММ	EL T	ABL	E KEY		
SYSTEM & SEQUENCE NO.	ITEM	3. NUM			CATEGORY MBER INSTALLED NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS		
79. ENGINE	OIL	ı	1	1		Cha	
Sequence No.	Item	1	2	3	4	Cha Ba	
-21-01	Engine Oil Cooler Bypass Valves (RR)	С	2	0	(O) May be inoperative open provided fuel temperature is below the appropriate limits before takeoff.		
-21-02	Engine Oil Debris Monitoring System (DMS) Sensor (GE)	С	2	1	 (M) One may be inoperative provided: a) Inoperative DMS sensor is checked for contaminants, and b) Associated engine oil filter bypass warning system operates normally. 		
-22-01	Engine Oil Debris Sensor (ODS) (RR)	С	2	1	 (M) One may be inoperative provided: a) Inoperative ODS is checked for contaminants, and b) Associated engine oil filter differential pressure systems operate normally. 		
-31-01	Engine Oil Quantity Indicating Systems	A	2	1	 (M) One may be inoperative provided: a) Before each departure, verify the associated engine oil tank is filled to the recommended capacity, b) Oil consumption is within limits, and c) Repairs are made within 3 flight days. 		
-35-01	Engine Oil Filter Differential Pressure Systems (RR)						
-35-01-01	Pressure Oil Filters	С	2	0			
-35-01-02	Scavenge Oil Filters	С	2	1	One may be inoperative provided associated engine oil debris sensor (ODS) operates normally.		
-35-02	Engine Oil Filter Bypass Warning Systems (GE)	С	2	1	One may be inoperative provided the associated engine oil debris monitoring system (DMS) sensor operates normally.		

## MASTER MINIMUM EQUIPMENT LIS FEDERAL AVIATION ADMINISTRATION	ST
AIRCRAFT: Boeing 787 REVISION NO. 14 DATE: 08/10/2017 MMEL TABLE KEY 1. REPAIR CATEGORY SYSTEM & 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS	
SYSTEM & SEQUENCE NO. ITEM NO. ITEM A. SEQUENCE NO. ITEM A. REMARKS OR EXCEPTIONS 80. STARTING	
SYSTEM & SEQUENCE NO. 1. REPAIR CATEGORY 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 80. STARTING	
SYSTEM & SEQUENCE ITEM NO. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 80. STARTING	
NO. 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 80. STARTING	
80. STARTING	
	Change
Sequence No. Item 1 2 3 4	Bar
-11-01 Start Selector Holding/Cutout System C 2 0 (O) May be inoperative provided alternate start procedures are used.	